

THE ILLUSTRATED LONDON NEWS

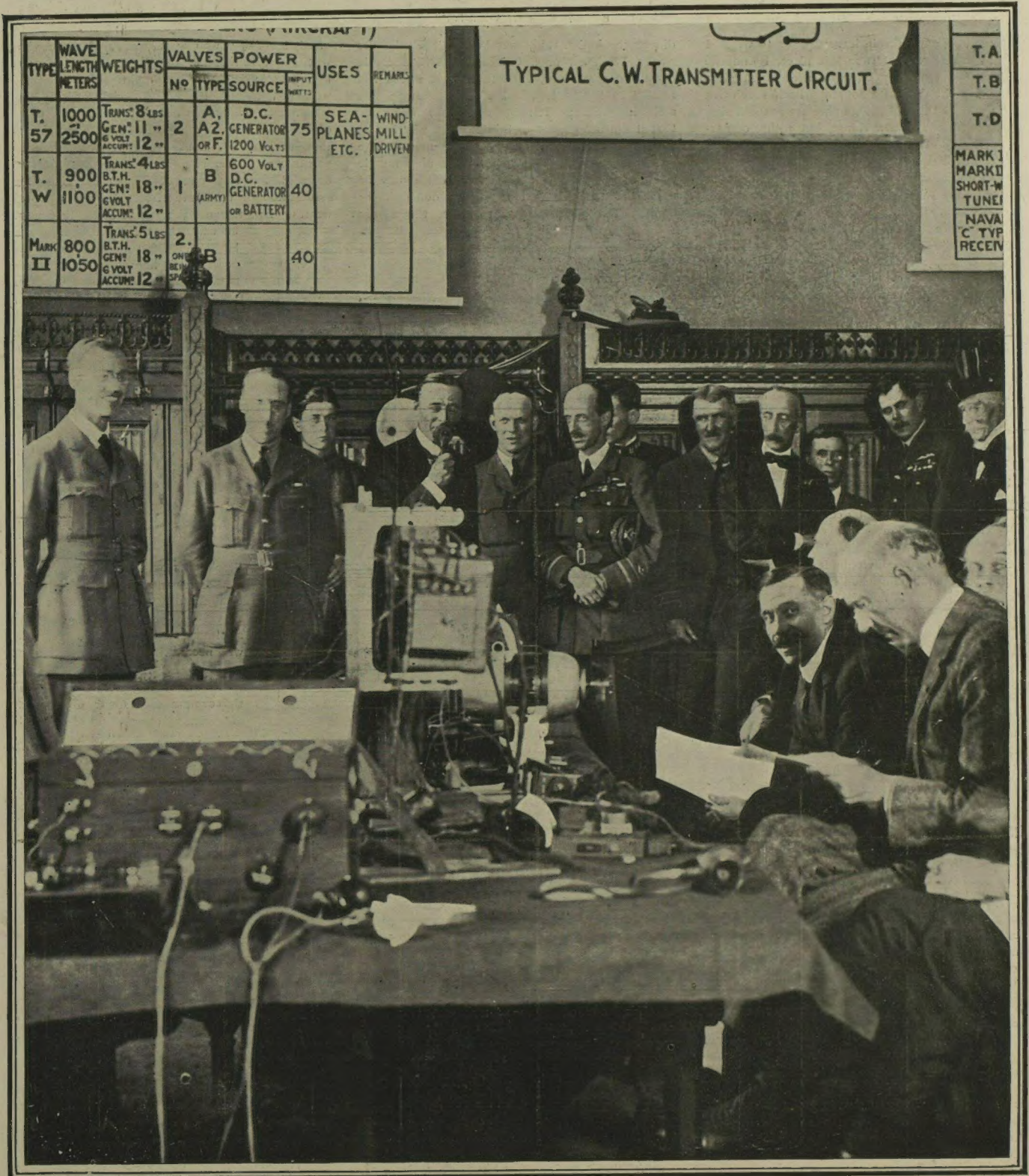
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ONE SHILLING.

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TALKING TO AIRCRAFT 8000 FT. UP: A WONDERFUL DEMONSTRATION OF WIRELESS TELEPHONY AT THE HOUSE OF COMMONS.

On Monday, August 11, General Seely, the Air Minister, presided at an interesting demonstration of the marvels of wireless telephony in one of the Committee-Rooms of the House of Commons, and explained that a large number of the Royal Air Force machines are now fitted with this apparatus. At the demonstration communication was established with aeroplanes sent up from Biggin Hill Aerodrome, and the observer of a Nieuport machine was heard to state that he could hear everything sent to him. General Seely, who was informed from the air that his voice carried very well,

invited the observer and pilot to dinner. Another aviator was hailed, and requested to give his position and to sing a song. Two machines gave their position, one of them being at a height of 8000 feet, nearly above Buckingham Palace. Music was also heard from a gramophone played at Ayrfield Court, some twenty miles away. In our photograph General Seely is seen at the machine with the transmitter in his hand. Next but one to the right, with his cap under his arm, is Air Vice-Marshal Sykes, Controller-General of Civil Aviation.

PHOTOGRAPH BY CENTRAL NEWS.



By G. K. CHESTERTON.

IN an American revolutionary paper to which I have referred before in this place, I find one article, and especially one sentence, which gives away a great deal of what calls itself revolution to-day. For the truth is that we are not suffering from the revolt of new things, but rather of particularly stale things—which appear now because they are just ripe enough to be stale. The article was concerned with the condition of religion in Russia under the Bolsheviks. And the sentence, which struck its author as so fresh and vital as to require italics, consisted of the words "*religion is a private matter.*" There are several things to be noted about this novel maxim. The first is that it is obviously untrue, except in the sense that it is too true to be useful, or so obvious as to be useless. It is either a perfectly pointless platitude or a quite palpable falsehood. It is true to say of a religious conviction, of course, that it must primarily be private—that it must be held in the soul before it is applied to the society. It is equally true of a political conviction, or an economic conviction, or any conviction. If this is what he means by calling religion a private affair, there is no such thing as a public affair. But, if he means that the conviction held in the soul cannot be applied to the society, he means manifest and raving nonsense. In other words, if he means that a man's religion cannot have any effect on his citizenship, or on the commonwealth of which he is a citizen, he escapes from being platitudinous by being preposterous. A man might be a Thug or a Mormon; a man's religion might involve something like human sacrifice or a conscientious objection to fighting. In more civilised societies that have a theocratic tinge, there is obviously all the difference in the world between a Puritan State and a Papal State. It is a matter of mere common-sense that in such things the greater includes the less. The cosmos, of which we conceive ourselves the creatures, must include the city of which we conceive ourselves the citizens. A man's notion of the world in which he walks must have an effect on the land in which he walks.

But the point I would emphasise here about the remark is not only that it is stupid, but that it is also stale. This Bolshevik creed is not only a cant, but it has long been a convention. The American Socialist prints it in italics, as if it were almost a paradox. But it is exactly the sort of thing that those whom he would call the *bourgeoisie* would have used a hundred years ago as a commonplace. It is the sort of thing that Necker might have said in a weary way to Bailly, who would have been just intelligent enough to be bored by it. The dullest sort of Victorian merchant, who had read Macaulay and could not get so far as Mill, might have said that, after all, it made no

difference whether the Chancellor of the Exchequer was a Wesleyan or a Calvinistic Methodist. It did not really mean, even then, that it did not matter to the State whether the statesman was really a Calvinist. It really meant, by that time, that it did not matter to the Calvinist whether he was really a Calvinist. The souls of men are like the bodies of men, and their creeds only mingle when they are dead. But the sentence may be taken as the small text for a much larger truth. The truth is that these things are

or whatever view we may take of it. My own view would involve a rather long digression, for I count myself enthusiastically in sympathy with what the workers desire, as something often strangely different from what they demand. But, as a point of impartial curiosity, it is rather quaint to note that the new passions are expressed by comparatively old formulae. There is a great deal to be said for and against Nationalisation—the assumption by the State of certain large forms of wealth. But the one thing that certainly cannot

be said about it is that it is the latest suggestion, or the new movement of the hour. State Socialism is not now a new thing, but an old thing—and, for many of its former admirers, an antiquated thing. If the reformers were merely concerned for the *dernier cri*, the very latest thing in economic thought, they would not use the terms of State Socialism, but of Guild Socialism in its most decentralised freedom, as so finely preached by Mr. Penty; or, perhaps, of Syndicalism of the futurist sort, somewhat hazily founded on M. Bergson; or they would use terms which I, for one, think more useful—the terms of Mr. Belloc's discovery of the Servile State; and, perhaps, even his alternative of the Distributive State. But these ideas are as yet too fresh to be refreshing—at least, for those masses of men who necessarily live by tradition.



CALLED TO BRING ORDER OUT OF CHAOS IN HUNGARY: THE ARCHDUKE JOSEPH, LEADER IN THE RECENT COUP D'ÉTAT AT BUDAPEST.

The new Socialist Government in Budapest recently resigned, and the Archduke Joseph was installed as State Governor while Roumanian troops occupied the city. When the Hungarian Republic was proclaimed last November, the Archduke took the oath of allegiance as Joseph of Hapsburg Lorraine. During the war he fought on the Russian front and on the Piave.—[Photograph by Stanley.]

not now fashionable because they are new. On the contrary, they are fashionable because they are old. They are just old enough to be familiar to politicians and merchant princes, and other people who never originate any ideas of their own. It is when they have become thus current that they can be passed on among the mobs and movements of a thing like the Russian Revolution.

This is true, for instance, of much of our own industrial quarrel, whichever side we may support

An even stronger example is the custom of Labour Congresses of passing an almost ceremonial vote against Protection. Here again I am not discussing the question itself. There is a very good clear case for Free Trade; but it is not specially akin to Labour policy, and it is, if anything, alien to Socialism. Many lucid Socialists, from Mr. Blatchford to Mr. Bernard Shaw, have been against it. But these other Socialists are for it; merely because it is even more old, and therefore even more solid, than Socialism. If anything in the world could be called a badge of the *bourgeoisie*, it is Free Trade. But Labour really likes to be as settled, as traditional, and as respectable as the *bourgeoisie*. The old State Socialism, the old Free Trade, are now just old enough to be proud of their history—as nations and

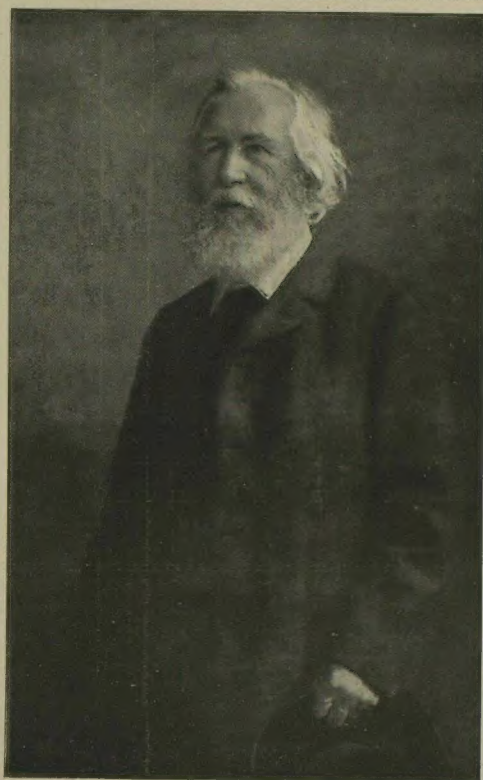
churches are proud of their history. A man can remember his father saying, "I shall not live to see it. But you will see the good cause triumph." It takes a generation or two for an idea to come of age in this way. But it may be a second youth, or merely a second childhood. If the idea is true, like Rousseau and the Equality of Man, it will always be renewing its youth. If it is false, like Marx and the materialist view of history, then it is exactly when it bestrides the earth and darkens the sun that we may know it is tottering and that a word will slay it.

PERSONALITIES OF THE MOMENT: NOTABLE PEOPLE—LIVING AND DEAD.

PHOTOGRAPHS BY RIBBEN, DAILY MAIL, SWAINE, VANDYK, LAFAYETTE, CENTRAL NEWS, AND TOPICAL.



PRESENTED TO THE KING: PRINCE SAPIETA.
DIPLOMATIC AGENT OF POLAND.



A FAMOUS GERMAN BIOLOGIST WHO HATED BRITAIN:
THE LATE PROFESSOR ERNST HAECKEL.



PRESENTED TO THE KING: H. E. MR LOU
TSENG-TSIANG, CHINESE FOREIGN MINISTER



FAMOUS AS EXPLORER, ARTIST, AND SCULP-
TOR: THE LATE MR. HERBERT WARD.



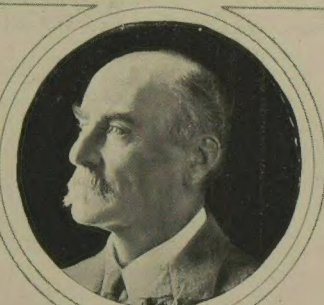
APPOINTED A NEW JUNIOR LORD OF THE
TREASURY: SIR GODFREY COLLINS, M.P.



A GREAT STEEL MAGNATE AND PHILANTHROPIST.
THE LATE MR. ANDREW CARNEGIE.



THE FRENCH AVIATOR WHO FLEW THROUGH THE
ARC DE TRIOMPHE. M. CHARLES GODEFROI.



A WELL-KNOWN SPORTING PEER: THE LATE
EARL OF EGLINTON AND WINTON.



COMPOSER OF "I PAGLIACCI": THE LATE
SIGNOR RUGGIERO LEONCAVALLO.

H.H. Prince Sapieta is the diplomatic representative of the new State of Poland, and was recently formally introduced to the King at Buckingham Palace.—Professor Ernst Haeckel, who has been described as "a biologist not a philosopher," published his most ambitious work, "The Riddle of the Universe," in 1900.—The Chinese Foreign Minister, who is visiting this country with his wife, has been presented to the King at Buckingham Palace, and has also visited Windsor Castle.—Mr. Herbert Ward was a famous explorer and artist. He had been to Australia at the age of sixteen as an emigrant, round the world as an A.B., head of a military expedition into the interior of Borneo, and was

with Stanley in the Dark Continent.—Mr. Andrew Carnegie, who began life as a poor boy in Scotland, made a colossal fortune in the steel industry in America. He spent millions on philanthropic schemes.—The French aviator Godefroi, two days after being demobilised, flew in a Nieuport aeroplane up the Avenue de la Grande Armée and through the Arc de Triomphe.—The Earl of Eglinton, Lord-Lieutenant of Ayr, President of the local Territorial Association, Master of the Eglinton Foxhounds, and for many years fostered Scottish cricket with a picked eleven of his own. He is succeeded by his eldest surviving son, Lord Montgomerie.

ULSTER'S "VICTORY MARCH": A GREAT PEACE PAGEANT IN BELFAST.

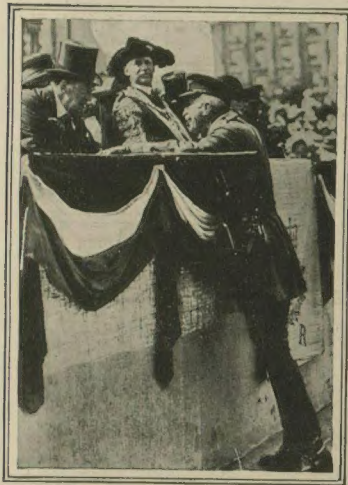
PHOTOGRAPHS BY I.B. AND CENTRAL PRESS.



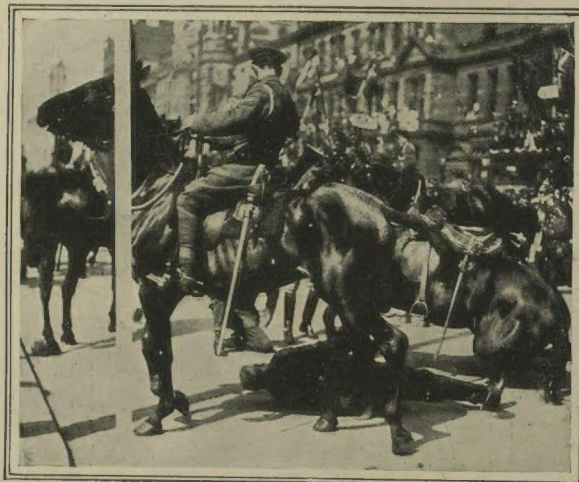
A PAGEANT WATCHED BY A QUARTER-OF-A-MILLION PEOPLE: DEMOBILISED MEN PASSING THE SALUTING-BASE AT THE CITY HALL.



WOMEN'S SERVICES IN THE BELFAST PEACE PROCESSION: NURSES PASSING THE CENOTAPH TO "THE GLORIOUS DEAD."



A NEW FIELD-MARSHAL: SIR HENRY WILSON TALKING TO SIR EDWARD CARSON.



AN ACCIDENT: LIEUT.-GEN. SIR FREDERICK SHAW, COMMANDER-IN-CHIEF OF THE FORCES IN IRELAND, THROWN FROM HIS HORSE.



THE LORD-LIEUTENANT: VISCOUNT FRENCH (RIGHT) TAKING THE SALUTE.



AT THE SALUTING POINT: MEN OF THE ROYAL IRISH CONSTABULARY WHO SERVED IN THE WAR PASSING LORD FRENCH.



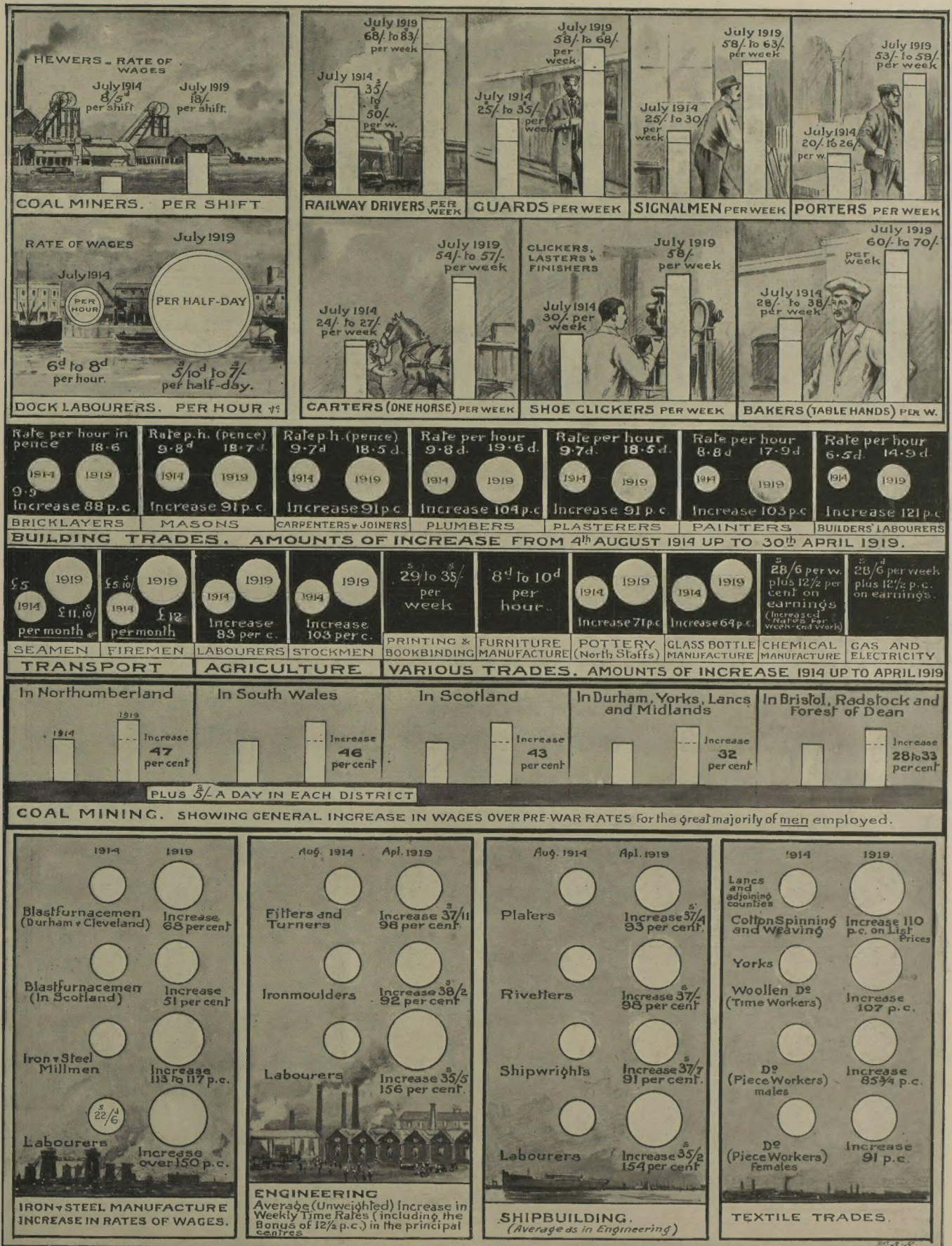
DIPPING THEIR COLOURS IN HONOUR OF "THE GLORIOUS DEAD": SAILORS IN THE PROCESSION PASSING THE CENOTAPH.

A great Peace Procession of Ulster men and women who served in the war was held in Belfast on Saturday, August 9. Nearly 36,000 men and several thousand members of women's services took part in the march, which was witnessed by some quarter-of-a-million spectators. Viscount French, Lord-Lieutenant of Ireland, took the salute outside the City Hall, accompanied by the new Field-Marshal, Sir Henry Wilson, Chief of the Imperial General Staff; Vice-Admiral Sir Reginald Tupper, Commander-in-Chief

of the Irish coast; and the Chief Secretary for Ireland. Sir Edward Carson, Ulster's political leader, was also present. As in London, there was a Cenotaph to the memory of "The Glorious Dead," which was saluted by those taking part in the march. Lieutenant-General Sir Frederick Shaw, Commander-in-Chief of the Forces in Ireland, was thrown from his horse, which reared and fell upon him. General Shaw was able later to return to Dublin, suffering from shock and a slight contusion of the skull.

A PRIME CAUSE OF HIGH PRICES: HUGE INCREASES IN WAGES.

DRAWN BY W. B. ROBINSON.



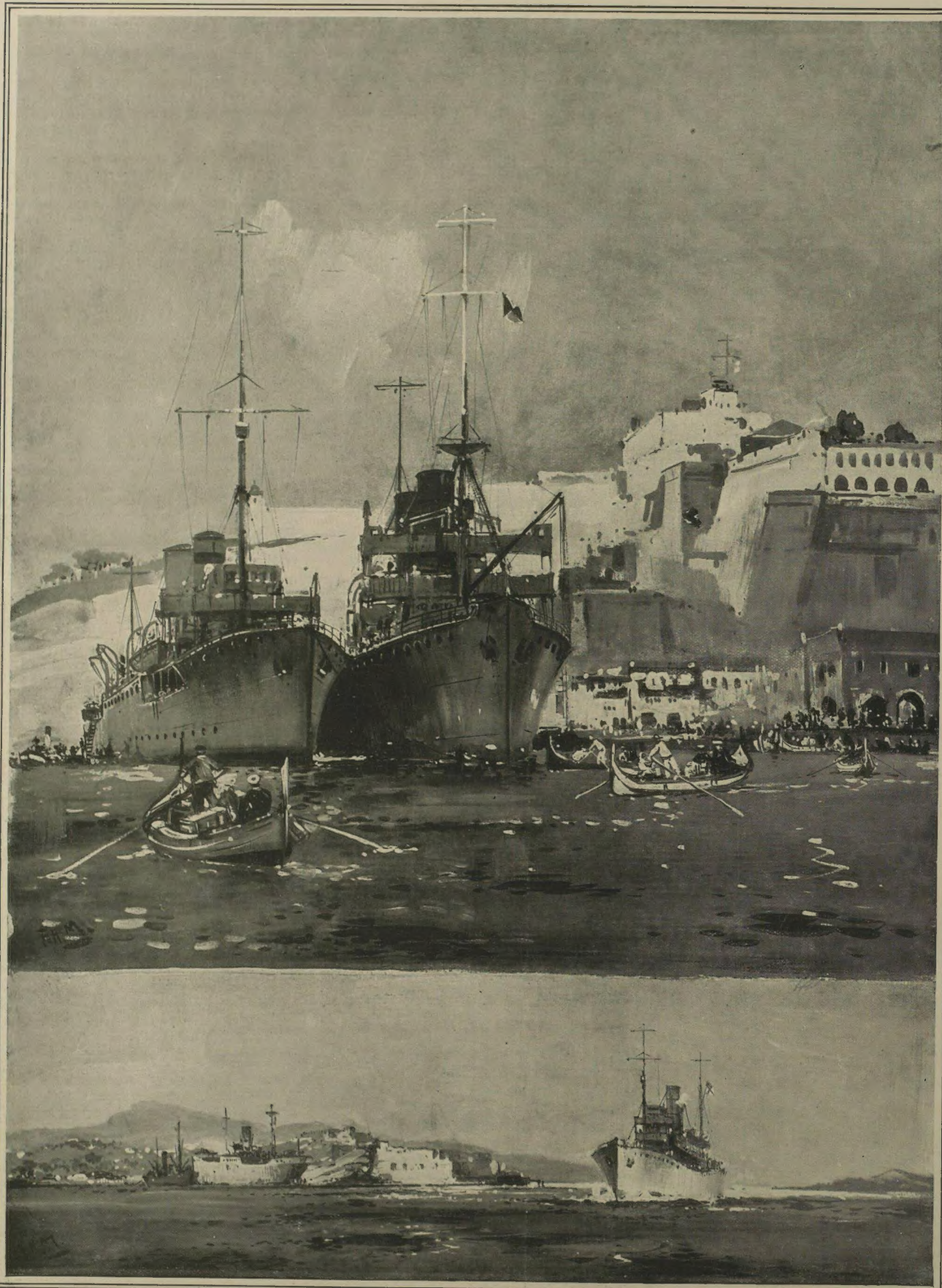
"WAGES FOR MANUAL WORKERS HAVE BEEN MORE THAN DOUBLED": DIAGRAMS OF INCREASES IN VARIOUS TRADES.

The great increase in the rates of wages for manual workers, instituted during the war and still prevailing, has been one of the original causes of the high cost of living, as the cost of production and distribution has risen accordingly, and likewise the prices at which articles are sold to the public. The diagrams and figures given above are based on statistics drawn from a recent debate in the House of Commons and from an article in the "Labour Gazette." The writer of the article, summarising the situation, says:

"The bonuses and increases in rates of wages granted during the war show a considerable diversity among different groups of workpeople, extreme examples ranging from less than 60 to over 150 per cent. on the wages of July 1914. . . . Taking all industries together, it is evident that rates of wages for manual workers generally have been more than doubled on the whole during the war. . . . The general average increase, there is little doubt, lies between 100 and 120 per cent."—[Copyrighted in the United States and Canada.]

FLEET MESSENGERS: A NAVAL SERVICE OF VITAL IMPORTANCE.

DRAWN BY FRANK H. MASON.



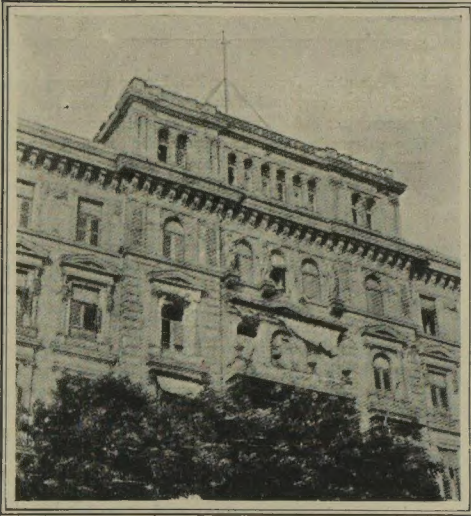
CRAFT THAT CARRIED NAVAL PERSONNEL THROUGH SUBMARINE-INFESTED WATERS: FLEET MESSENGERS AT MALTA.

Fleet Messengers—or “Ferries,” as they are locally called—are vessels of various types that convey the ever-shifting mass of naval *personnel*—officers and men—to and from bases of naval operations. Throughout the war small passenger boats of fair speed did this duty. They ran constantly through the submarine zones, sometimes having to fight their way through, and always maintaining the regularity of their services, in spite of every risk. This was of vital importance, for they carried not only officers on their way to join ships, but mails and King’s Messengers. From

Marseilles and Gibraltar a regular ferry became established to Malta, which was the centre and distributing point to the various stations where the Fleets were operating. Once the submarine warfare ceased, it became possible to spare other light fast craft for this duty, mercantile tonnage being released for other purposes. Several of the “Flower” class sloops were put on the Malta service, and the “24” class patrol gunboats were also used. Fleet Messengers all fly the White Ensign, and are officered by the R.N.R. and R.N.V.R.—[Drawing Copyrighted in the United States and Canada.]

CAMERA NEWS: BELA KUN; A GERMAN OPPRESSOR; RECENT EVENTS.

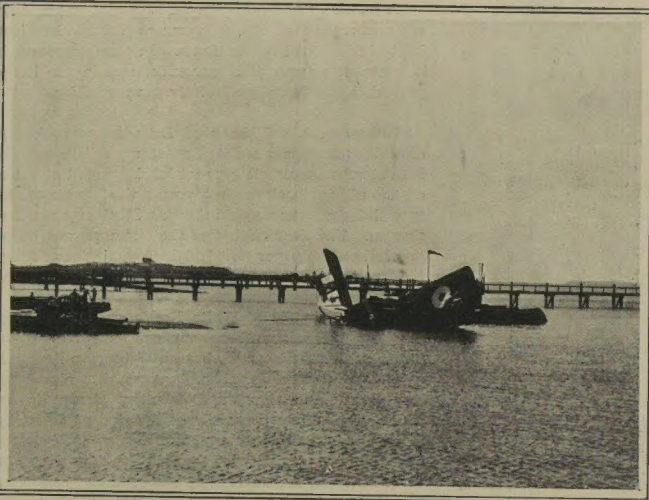
THE FIRST TWO PHOTOGRAPHS BY COURTESY OF "L'ILLUSTRATION"; THAT OF GENERAL KRUSKA BY FARRINGTON PHOTO CO.



SHELLED BY ANTI-BOLSHEVISTS: BELA KUN'S HEAD-QUARTERS IN BUDAPEST, THE HOTEL HUNGARIA.



THE FALLEN HEAD OF THE SOCIALIST RÉGIME IN HUNGARY: BELA KUN (SECOND FROM RIGHT) WITH COMMISSARY KURIFI.



WRECKED OFF FELIXSTOWE WHEN ABOUT TO FLY TO THE CAPE: THE FAMOUS FLYING-BOAT "FELIXSTOWE FURY."



"WANTED" BY THE ALLIES FOR TRIAL: THE GERMAN GENERAL KRUSKA INSPECTING BRITISH N.C.O. PRISONERS DURING THE WAR.



CELEBRATING THE PEACE AT ALEXANDRIA: THE PROCESSION STARTING—HEADED BY BRITISH MARINES.

Bela Kun, the Hungarian Socialist leader, who recently left Budapest after the fall of his Government and the establishment of a new régime under the Archduke Joseph, was reported to have been interned, with two other Bolshevik leaders, in a town of Lower Austria. The inhabitants demanded his removal.—The famous flying-boat, "Felixstowe Fury," was completely wrecked during a test flight off Felixstowe on August 11. There was a crew of seven (officers and men) on board, and the wireless officer, Lieutenant S. E. S. MacCleod, who was strapped in, was drowned. The machine was on its way



APPOINTED TO COMMAND THE ALLIED TROOPS IN ASIA MINOR: GENERAL MILNE RECEIVING A FRENCH DECORATION AT CONSTANTINOPLE.

to Plymouth to start for an 8000-mile flight to the Cape and back.—General Kruska was Commandant of the German prisoners-of-war camp at Cassel, where 30,000 men were herded under terrible conditions. Among other things, he is accused of responsibility for a deadly typhus epidemic.—General Milne was recently appointed by the Allied Supreme Council to control all Allied troops in western Asia Minor, and to restore order in the Smyrna district. He reached Smyrna on August 5. In our photograph he is seen receiving the Legion of Honour at a French decoration ceremony in Constantinople.

"NEUROPE" STAMPS.

BY FRED. J. MELVILLE, EDITOR OF "THE POSTAGE STAMP."

STAMP-COLLECTING, as a fascinating and educative hobby, lost none of its popularity during the war—indeed, it gained many more devotees who discovered that the postage-stamp "follows the flag," and the stamp issues of the past five years reflect the great episodes of the War. Since the close of the War, dating from the Armistice, many new stamps of a very high degree of interest have been issued, which have added immeasurably to the charm and to the instructional value of stamp-collecting.

There is at present open in London a small but extremely interesting exhibition of what we call "Neurope" stamps at 110, Strand. Here, from a thousand variegated "scraps of paper"—mere postage-stamps—you can read the sequel to the Great War; you can see more plainly than on our out-of-date maps how Europe is being put together again, after being broken up in the war.

I have selected a representative group of these New Europe, or "Neurope," stamps which will convey a fair idea of the comprehensive way in which the new stamps illustrate the re-making of Europe; but in the actual stamps, as shown in the exhibition, there is the added charm of greater variety and brilliant colouring.

Taking the Central Empires first, we can see how they have been and still are splitting up. Three stamps of quaint "Futurist" designs were issued in Germany to celebrate the meeting of the National Assembly at Weimar at which our adversaries decided to accept the Peace terms. I cannot pretend to fathom the symbolism of these curios, unless the first two represent the promise of a sturdy new growth for Germany (as in the oak-tree sprouting young shoots); and the third might fairly be supposed to represent the Crown Prince lending a hand towards the rebuilding of devastated France and Belgium. But, quaint and crude as they are, they are a welcome change from the militarist stamp-design in use for the past twenty years, which bore an allegory of Germany (Germania) in a coat of mail, armed to the teeth, and full of grim foreboding to the peace of the world.

There is no longer an Austro-Hungarian Empire, and the real Austria is now a republic, and has over-printed its postage-stamps with its new name "Deutsch-österreich" (German Austria), and a new issue in new designs is in preparation from which all the emblems of the former Hapsburg monarchy will be omitted. Hungary has over-printed her stamps with the tongue-twisting word "Köztársaság," meaning republic; and for a short time under the Soviet Government there were some stamps bearing atrocious-looking portraits of the leaders Marx, Petöfi, Martinovic, Dozsa, and Engels.

But it is far more edifying to study what has become of the newly liberated races which have been freed from the tyranny of the Hapsburgs and the Hohenzollerns. In the south, the Jugo-Slavs are creating a greater Serbia out of the Slav provinces of Austria and Hungary, notably Carniole, Croatia, and Slavonia. The Loubljana issue of stamps for Carniole are quaint and original, showing a nude young giant who has just broken his fetters; the first stamps for Croatia show a caryatid of Victory, and a Slav sailor upholding the Jugo-Slav flag, inscribed "S.H.S." These mystic initials have been over-printed on numerous issues of Hungarian stamps captured by the Jugo-Slavs, and they stand for Serbia, Hrvatska (i.e., the native name for Croatia), and Slavonia. Serbia herself has issued new stamps bearing a double-portrait design; one profile is that of King Peter of Serbia, and the other is of his son Alexander, who is the prospective King of the new united kingdom of Jugo-Slavia. In due course all three issues for Carniole, Croatia, and Serbia will give place to a uniform series of stamps throughout Jugo-Slavia.

Before leaving the Jugo-Slavs we may note a reflex in our stamps of the Fiume question, which has been one of the most difficult problems of the Peace Conference. The Jugo-Slavs used Hungarian stamps—over-printed "Fiume"—at the post-offices in the district under their temporary control; but the Italians

rushed out a roughly lithographed pictorial issue of stamps for Fiume showing views of the Town Hall and Harbour, in each of which views they flaunted the Italian flag.

The Roumanians have also over-printed the Hungarian stamps in Transylvania, and certain of their own stamps have been over-printed to celebrate the return of their King into Bucharest and the recovery

Finland's independence has been an accomplished fact since 1917, and now this republic has her own stamps, inscribed "Suomi," the native name for Finland. The independence of the other Baltic States is of more recent date. There are the republics of Estonia (Eesti), Lettonia (Latvija), and Lithuania (Lietuvos).

I illustrate one of the new stamps of Estonia, in a rather crude design, issued to commemorate the newly gained independence. Lettonia's stamps are of curious interest. The design symbolises the agricultural occupation of the inhabitants, with three ears of wheat representing three fertile provinces; but the chief interest lies in the restricted supplies of paper which were available to the Letts. The shortage of paper was so acute that for their first stamps they had to use the backs of captured German military maps. Thus, if you turn one of these first Lettonia stamps over you see a portion of a map on the back. There was no large supply of these maps—only about fifty or sixty maps altogether—so the next issue was printed on ruled school writing paper; then there was a third issue on extremely thin paper, sometimes called "cigarette" paper. Lastly, a water-marked stamp paper was obtained, and is, I believe, still in use.

A rather gruesome design for a special stamp issue commemorative of the deliverance of Riga has just lately been issued by the Letts. In the foreground is a bereaved woman at a graveside, and in the background is the "sky-line" of the town of Riga.

Lithuania, a neighbour of Lettonia, was also in difficulties for paper for its first stamps. The earliest Lith stamps are simple type-set labels printed at Vilna on an ordinary book-printing press; the first stamps of special design bear a shield showing St. George and the Dragon. The first edition of these stamps was lithographed on the paper that had been made for printing the bread-ration coupons during the enemy occupation.

In the Republic of White Russia and in the Don Republic there have been various temporary over-prints on Russian stamps, but no distinctive issues as yet. The Ukraine Republic, however, has already a long list of provisional and definitive stamps to its credit. I illustrate two of the native designs depicting a Ukraine peasant and an effigy of Ceres, the latter being a crude plagiarism of the first Republican stamps of France. In Russia also, but beyond the European boundaries, there are several new States which will in due course figure in the stamp-collection. Already the Republic of Georgia in Transcaucasia has its own stamps, and others may come ere long from the Kuban Republic, the Tauride Republic, and Terek.

The break-up of Turkey is not yet fully demonstrated in stamp issues; but the British post-offices at Constantinople and Smyrna have been reopened, and British postage-stamps are in use at these offices.

Armenia is independent, and her stamps may be expected shortly. The Kingdom of the Hedjaz has already its elaborate arabesque stamps; our Egyptian Expeditionary Force stamps are in use in Palestine; we have also our special stamps for Mesopotamia (Iraq); and the French have issued provisional stamps for Cilicie, a district of Asia Minor.

The collecting of these new stamps is a comparatively inexpensive hobby, and it is full of instructional as well as recreative value. Some day, in the development of new methods of education, we shall find the stamp collection playing an important part, for there is to every youth a fascination in this hobby, and what we can teach him by this pleasurable means he is not likely to forget easily.

In conclusion, I should mention the advent of the first Peace stamps. Curiously enough, the first of them came from Japan, where they were issued on July 1, and they arrived by the mail which reached England on Aug. 4, the fifth anniversary of the war. The designs are characteristically Japanese, and each shows the Dove of Peace. Switzerland has also issued three very effective "Peace" stamps, including one which is eminently successful in its miniature treatment of Peace extending the olive-branch.



THE FIRST "PEACE" STAMP: JAPANESE.



THE NEW GERMAN STAMPS: A 15-PFENNIG.



THE DOVE OF PEACE: A JAPANESE STAMP.



ONE OF THE NEW GERMAN STAMPS.



ONE OF THE FIRST BOLSHEVIST STAMPS.



THE NEW GERMAN STAMPS: A 25-PFENNIG.

of Transylvania. The new Republic of Czecho-Slovakia, comprising Bohemia, Slovakia, and the autonomous territory of the Ruthenians, has had its stamps designed by the famous Czech artist, Alfonse Mucha; the one illustrated shows a view of Hradschin fortress, the seat of the new Government at Prague.

Russia presents many interesting examples of stamps which demonstrate the freeing of the numerous races which formerly went to the making of the vast empire of the Tsars. The Poles, in asserting their



STAMPS OF RIVAL NATIONS AT FIUME: (L. TO R.) A JUGO-SLAV STAMP AND THREE ITALIAN. All the stamps on this page are reproduced by the courtesy of Mr. F. J. Melville.

independence, commandeered the German and Austrian military occupation stamps, and converted them into Polish stamps by means of various over-prints. Amongst the most curious of these are the Austrian Field Post stamps, bearing a portrait of the ex-Emperor Karl; this portrait has been effectively obliterated by an over-print of the Polish eagle. Now independent Poland has stamps of her own design and manufacture, and on these we get a very interesting addition to the postage-stamp portrait-gallery in the readily recognisable profile of M. Paderewski, who is President of the Council of Ministers. Other portraits on the new Polish stamps are of M. Trompczynski, President of the Parliament, and M. Pilsudski, President of the new Republic. The stamps with the large eagle in the design were issued by the Poles to commemorate the re-opening of the Cracow Parliament.

'NEUROPE" STAMPS: A PHILATELIC GUIDE TO THE NEW EUROPE.

ALL THE STAMPS ON THIS PAGE ARE REPRODUCED BY COURTESY OF MR. F. J. MELVILLE.

THREE NEW POLISH STAMPS: (FROM LEFT TO RIGHT) PRESIDENTS TROMPCZINSKI AND PILSUDSKI, AND ONE ISSUED TO COMMEMORATE THE REOPENING OF THE PARLIAMENT AT CRACOW.			OBLITERATING THE AUSTRIAN EMPEROR'S HEAD: THE POLISH EAGLE.		SHOWING ANOTHER POLISH PRESIDENT: PADEREWSKI ON A NEW STAMP.
TO COMMEMORATE THE DELIVERANCE OF RIGA: TWO NEW LIVONIAN STAMPS OF SIMILAR VALUE.			KING PETER AND PRINCE ALEXANDER: A NEW SERBIAN STAMP.		SHOWING THE CHANGE OF GOVERNMENT: AUSTRIAN AND HUNGARIAN SURCHARGED STAMPS.
NEW ISSUES FROM THE NEAR EAST: (FROM LEFT TO RIGHT) A ROUMANIAN STAMP AND TWO DESIGNS FOR CZECHO-SLOVAKIA STAMPS.			OUR SMALLEST ALLY: SAN MARINO'S ARMISTICE STAMP.		FROM ESTHONIA: THE CURRENT DESIGN ON THE LEFT AND A COMMEMORATION STAMP.
WITH A PORTRAIT OF KING PETER OF SERBIA (LAST ON THE RIGHT): FOUR NEW STAMPS FOR JUGO-SLAVIA.			SHOWING A PEASANT, CERES AND THE EMBLEM OF THE UKRAINE: THREE NEW STAMPS FOR THE UKRAINE REPUBLIC.		A NEW LITHUANIAN: ON BREAD-COUPON PAPER.
SURCHARGED FOR THE OCCUPATION OF AUSTRIA: THREE ITALIAN STAMPS.			OF ARTISTIC DESIGN AND COLOURING: SWISS PEACE STAMPS.		

SYMBOLS OF THE RECONSTRUCTION OF EUROPE: STAMPS WHICH COMMEMORATE THE SIGNING OF PEACE AND THE BIRTH AND DEATH OF STATES.

On the opposite page will be found a very interesting article on the above stamps of the New Europe by Mr. Fred. J. Melville, the editor of "The Postage Stamp."

The article and illustrations should be not only useful to stamp-collectors, but equally fascinating to all as a guide to the geography of the States which are being reconstructed.

Winchester College Memorial Buildings.

THE Winchester College War Memorial scheme is probably the biggest private building enterprise in England directly designed to commemorate the War. Therein is its strength—and perhaps its weakness. By accepting without modification or reserve the full conception of the architect, the Memorial Committee have embraced a plan the large logic and fearless grandeur

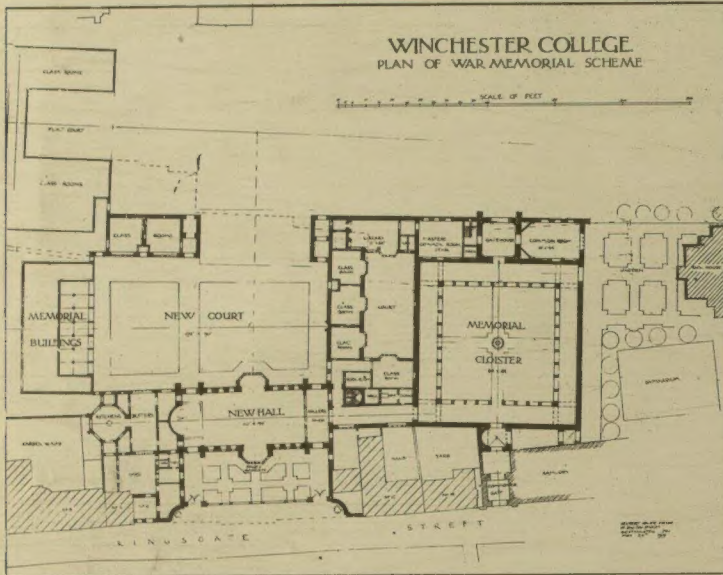
towards Cathedral. The fourth, unfortunately, has a pretty little front which will be a loss to the street, and should be reproduced in one of the houses which will be built to replace those demolished.

The buildings to be removed are Racquet-Court, Cecil Range, and Museum. They will have to be re-

erected on other sites—the two former outside the Memorial group; Museum as part of it. The new buildings which, with Museum, will form the new group are a Cloister, with mural memorials; a School Hall; two common-rooms; a library; six class-rooms; a Headmaster's class-room, with two gateways; two little gardens, and, besides the Cloister garth, a new courtyard. The plan also includes a kitchen-block backing the northern end of the hall, as a provision, if eventually required, against the contingency of

inevitable that so largely conceived a scheme should be attacked as lacking in decent modesty and humility—and, indeed, of proper respect for the Founder and tradition. To accuse the architect of artistic immodesty or arrogance is to those who know him an absurdity; nor is it possible to read his reports without appreciating the fact that an intense reverence for the Founder's architectural ideas and achievements has been in this matter his primary inspiration. Of the traditional handling of College buildings and precincts, perhaps the least said the soonest mended; but in any case it is not far from the truth to say that the spirit which prompts the present architectural proposals is, since William of Wykeham himself, almost a new one in the annals of Winchester College.

R. GLEADOWE.



PROBABLY THE LARGEST PRIVATE WAR MEMORIAL SCHEME IN ENGLAND: A PLAN OF THE NEW BUILDINGS FOR WINCHESTER COLLEGE DESIGNED BY MR. HERBERT BAKER, THE WELL-KNOWN ARCHITECT.

of which, having nothing in it of conciliation or compromise, could hardly fail to form the Wykehamical world into strenuous camps. In so scrupulous and honourable a controversy, that both sides are abundantly right goes without saying; and in any case these brief explanatory notes must play no part in the ardent contest of ideals which it is the luckless nature of the scheme to provoke.

Many months ago two eminent architects were invited by the Committee to recommend what, to their minds, would best serve as a war memorial at Winchester. The invitation was without any kind of phrase or leading, and in the event both architects recommended the putting up of an important series of buildings on an imperfectly developed site to the north-west of Meads. Mr. Herbert Baker's scheme, which seemed to the Committee the more acceptable of the two, involves the larger and more drastic treatment of the site.

In this architect's mind the ground from the original south end of Class Rooms to Sick House, and from the north-west edge of Meads to Kingsgate Street, is considered as a *tabula rasa* to be freely dealt with at the sole dictates of sound imaginative architecture. If the existing buildings on this site are unsatisfactory or badly placed, sound architecture will demand their demolition or removal. Any new buildings set up must take their place as an integral part of the group they will form; and this group must fall harmoniously into its place as part of the general group of School and College buildings.

We may thus take the development of the site in these three stages: demolition, removal, and new building. The latest version of the scheme involves the demolition of old Fives Courts and Squash-Racquet Courts, and of four houses in Kingsgate Street. The gardens of four other houses in this street will also be greatly reduced; and if and when the new class-rooms are built, the present "Headmaster's" block of class-rooms will go.

No sane man can seriously mourn the loss of the unsightly and inefficient courts, excellent service though they have done. Of the houses, two are insignificant cottages of no architectural merit; one is a larger house of little beauty—and, indeed, so placed as somewhat to mar the cherished perspective of Kingsgate Street

mural needs. These kitchens will not, of course, be built unless required; and they and the six class-rooms are in no sense part of the Memorial.

No attempt will be made here to discuss the ethics or aesthetics of the proposed demolition and removal; but a few notes on the character and motives of the projected group of Memorial buildings may serve to supplement the drawings reproduced. These drawings have been selected by the architect himself; but it should be observed that time has not allowed of the sketch-perspectives being brought into exact agreement with the revised plan.

If any building rather than another has directly inspired the manner of these buildings, it is, no doubt, the neighbouring Wolvesey Palace. Those who know Wolvesey will be entirely reassured that so admirable and fitting a leading note should have been taken—a note which, to a degree of curious felicity, merges the essential virtues of the Founder's Perpendicular, Wren's Classical, and the modern rational manners. The buildings will, then, be of light grey stone, within a flint wall, themselves flint-featured, and roofed with old brown tiles. The windows will be frequent and ample, the decoration relying chiefly on varied refinements of form, surface, and material. The interiors of the Hall and Cloister will be of that "elemental" style in which structure governs design, and of that simple beauty which we associate with timbered barns and the frames of wooden ships. The arches throughout will be round.



THE WINCHESTER COLLEGE WAR MEMORIAL SCHEME: A VIEW DOWN THE GALLERY OF THE PROPOSED MEMORIAL CLOISTER.

Drawn by Herbert Baker, F.R.I.B.A.

A GREAT PUBLIC SCHOOL WAR MEMORIAL: BUILDING AT WINCHESTER.

FROM DRAWINGS BY THE ARCHITECT, MR. HERBERT BAKER, F.R.I.B.A.



PART OF THE NEW BUILDINGS TO BE ERECTED AT WINCHESTER COLLEGE: THE MEMORIAL CLOISTER AND HALL FROM MEADS.



SHOWING THE NEW HALL IN THE BACKGROUND ON THE RIGHT: A VIEW OF THE NEW GATEWAY FROM MEADS AS IT WILL BE.



AN IMPORTANT FEATURE IN THE NEW BUILDINGS DESIGNED FOR WINCHESTER COLLEGE: THE MEMORIAL CLOISTER FROM THE CLOISTER GARTH.

As the writer of the article on the opposite page points out, the Winchester College War Memorial scheme is probably the biggest private building enterprise in England directly designed to commemorate the War. After considering two schemes, the committee finally accepted that submitted by Mr. Herbert Baker, F.R.I.B.A., whose drawings reproduced above

illustrate its leading features. It was inevitable that such a large scheme, involving a certain amount of demolition, should have aroused some controversy, but it is manifest that the architect has been animated by "an intense reverence for the Founder's architectural ideas and achievements."

BOOKS OF THE DAY

By E. B. OSBORN.

VERY few of the ultra-modern novelists have the story-telling gift. That is why I am apt to neglect the week's consignment of their masterpieces when some good friend knowing my weakness, sends me a Mid-Victorian "three-decker" discovered at the seaside or exhumed from a lumber-room. The old practitioners were neither artists nor analysts—but nearly always they had the indefinable faculty of interesting their readers in the doings and sayings of a number of people who were not cogs and foothin' little wheels in the intricate mechanism of some high-speed psychological plot. The late William de Morgan who

engagements is broken off, and the other ends in a marriage that was not made in the *Morning Post* or even in heaven. The many minor personalities—parlour-maids, care-takers, children, porters, cats, dogs, all the endless procession of the inconsequential—who come into the story, sometimes for only a sentence or two, and then slip out of it—are most amusingly depicted. Each is a stroke of Dickensian humour, none the less effective because only in one case—Mrs. Grewbeer, the care-taker at the desirable and desired old villa which had been a madhouse in the 'twenties—is a name affixed which would have satisfied Dickens. The remarkable disappearance of the Rev. Dr. Carteret (Uncle Drury), who had a flourishing school for the sons of gentlemen at Vexton Stultifer, is the inexplicable incident that keeps the reader guessing all the time and holds the story together. Seven guesses did not suffice to solve the enigma—in spite of the fact that I am a specialist in detective fiction—and it would be most unsportsmanlike to suggest the actual solution. In a little epilogue Mrs. de Morgan reveals what is, perhaps, the ultimate secret of successful story-telling. "When my husband started on one of his novels," she writes, "he did so without making any definite plot. He created his characters and then waited for them to act and evolve their own plot. In this way the puppets in the show became real living personalities to him, and he waited, as he expressed it, 'to see what they would do next.'" The older Dumas and Rhoda Broughton and the late Nat Gould (a Dumas of the Turf, surely!) are among the many who have found this plan work out very well. But you have to keep the puppets in hand; otherwise they go on strike—as happened to a novelist friend of mine last week—and try to get up a revolution such as happened in "La Boutique Fantastique," the wittiest of all the Russian ballets.

Books are not numerous enough just now for the discursive critic to select groups to his liking. In a mass of fine, confused reading, the book that most intrigues me is "THE LITTLE TOWN" (New York: The Macmillan Company; 6s. 6d. net), by Harlan Paul Douglass, who is an expert in rural progress in America, and has produced a sociological treatise which is as interesting as any novel. There are 12,000 little towns in America, and each of them is a

middle term between the country and the city. For its mentality the social students of the University of Wisconsin have coined the term "rurbanism"—the most irritating invention of the kind I have seen for many a day. The strength, and also the weakness, of little town life is that it encourages the free growth of human nature in an atmosphere of neighbourliness, for everybody knows everybody else in such an environment. Human nature is exuberant there; but far too much runs to waste in the form of cranks and eccentrics who have to be tolerated. O. Henry's story of the cosmopolite, who fought a stranger in a New York restaurant for running down the side-walks and water-supply in his little native town, shows how vigorously the plant of local patriotism grows in such places. To-day, however, scientific inventions and the great organisations which exploit them are changing the life of the little town so speedily that the microcosm they knew is becoming to the elder citizens what William James said the world must be to a baby: "One big, blooming, buzzing confusion." Too soon, perhaps, every civilised country will have become all one vast clangorous city. In Kansas and other States, it seems, competitions with money prizes have been held to ascertain which is the best and bravest of a lot of good little, brave little towns. Would it be possible to start such a competition in England? If it were, I would put my money on the hamlet under the purple Pennines celebrated by rare old Edwin Waugh—

A country town where one may meet
Wi' friends and neighbours known,
Where one may lounge i' the market-place,
And see the meadows mown

The only group I have been able to make consists of books on games and sports. This is a sign

of the times, no doubt; we are all thinking of open-air diversions because it is necessary to reconstruct ourselves before entering on the reconstruction of industry. These August strikes are the *sequela* of war strain to a large extent. "THE MODERN PISTOL, AND HOW TO SHOOT IT" (G. P. Putnam's Sons; 12s. 6d. net), by Walter Winans, is the only sporting book in hand which would be helpful to the fighting man. Mr. Winans is a great virtuoso in his line, and there is a pleasant touch of the duellist's quarrelsome spirit in his enthusiasm for the right use of the pistol—hence his delight in the Devillers bullet, which can be fired at a living target without causing mortal injury.—"HOW TO SWIM" (Heinemann; 7s. 6d. net), by Annette Kellermann, is a most inspiring treatise on a beautiful and beautifying art of progression which, seeing that man was a mud-fish ages before he became a monkey, is more deeply wrought into the human fabric than any other form of motion. There never was a more graceful or joyous swimmer than Miss Kellermann; she ought to have been born a mermaid, with long green locks and a fish's silvery tail. The many drawings and photographs of this dark-haired sea-lady in action add charm to a well-written book which deals scientifically with every branch of natation.—"HOW TO LEARN LAWN TENNIS" (Ward, Lock, and Co.; 2s. net), by Charles Hierons, the head coach at Queen's Club, and a most skilful executant, is a safe guide to the most popular of ball-games—for, if golf has scotched its thousands, lawn tennis has skilled its tens of thousands. Several famous amateurs contribute chapters to this little treatise by a deservedly popular instructor, to whom many a champion, including the late Anthony Wilding, owe their acquisition of a sound and triumphant style.—From Messrs. Gale and Polden come two excellent little treatises, each costing a florin, on the two great man-to-man games—"THE ART OF BOXING," by Chief Staff-Instructor J. O'Neil, R.N., and "THE ART OF WRESTLING," by G. de Relwyskow, lately attached to the Army Gymnastic Staff. Finally,



FIGHTING BOLSHEVISTS IN NORTHERN RUSSIA: A 4.5-INCH GUN AT OBERSEERSKAYA RAILWAY STATION

This gun, sent up to replace one blown up by the enemy, was mounted on runners and taken up the Onega road to help recapture Bolshiozerka. It slid bodily into the side of the road, but was hauled out by ponies and used with effect.

never resented being called Mid-Victorian by clever young critics, had this old-fangled faculty in the highest degree, and the result was that "ALICE FOR SHORT" and "JOSEPH VANCE" (my two favourites) were best sellers in their day and are still eagerly read especially in America, where such large, slow, placid stories must be a restful contrast to the short, sharp *come*, driven like a motor-car by a series of explosions, which occurs once or twice in every American magazine. It is a mistake to suppose American readers will not sit down to long and uneventful novels. The truth is that they simply dote on 'em—hence their curious predilection for early examples of Russian realism and for the great American agricultural romance. There is nothing they like better than the Russian novel in which everybody and everything exists to remind one of Herrick's second-best epigram

When the rain raineth and the goose winketh,
Little wots the gosling what the gospe thinketh—

and nothing really happens until you reach page 479, where the old man on the stove wakes up, ejaculates "O my God!" and then goes to sleep again. Unless it be the story of a farm in Iowa, the psychological climax of which arrives inevitably—according to pre-ordainment—in Chapter XLIII., when John Gardensass decides to sell the cow!

The last novel (unfinished, alas!) by William de Morgan is dedicated by his widow to the innumerable American friends who welcomed his work as that of a second Dickens. It is all about very ordinary people who lived in a very ordinary house in Maida Vale twenty years ago (when it was not yet a kind of Middle Ghetto, half-way between Petticoat Lane and Park Lane), and lovers had time to pull up their emotions by the roots, to see how they were growing. There are two pairs of lovers, who try to form fours and arrive at criss-cross purposes—to such an extent that one of the



SPORT IN THE INTERVALS OF FIGHTING BOLSHEVISTS IN NORTHERN RUSSIA: A 40-LB. SALMON CAUGHT BY A BRITISH OFFICER AT MURMANSK.

I can recommend "AUCTION BRIDGE TABLE-TALK" (George Routledge and Sons; 3s. 6d. net), by A. E. Manning Foster, to all who wish to play an enthralling card-game on the basis of—

A few strong instincts and a few plain rules,

without the loss of cash which is the inevitable result of losing one's temper—or, worse still, one's temperament. The joyless "bridge face," on which Mr. Foster philosophises agreeably, is always the mark of a card-player who is not as successful as he or she might be. In all games joyousness pays a dividend.

A GREAT SCULPTOR'S BEQUEST TO HIS COUNTRY: THE RODIN MUSEUM.

PHOTOGRAPHS SUPPLIED BY THE LOUSE



WHERE RODIN'S SCULPTURES BEQUEATHED BY HIM TO FRANCE ARE NOW HOUSED: A HALL IN THE RODIN MUSEUM.



RECENTLY OPENED IN THE HOTEL BIRON, IN PARIS: THE RODIN MUSEUM—THE HALL OF ST. JOHN THE BAPTIST



IN THE RODIN MUSEUM: A LATERAL GALLERY.



INCLUDING "THE WALKING MAN": RODIN FIGURES IN A GARDEN.



SHOWING "THE BURGHERS OF CALAIS" AND "THE KISS": GROUPS IN THE CHAPEL.



"THE HAND OF GOD" AND "THE KISS": SCULPTURES IN THE CHAPEL AT THE RODIN MUSEUM IN PARIS.



IN THE ROTUNDA AT THE RODIN MUSEUM IN PARIS: A COLLECTION OF THE SMALLER SCULPTURES

Auguste Rodin, the great French sculptor, bequeathed a wonderful series of his own works, as well as his collections of old furniture and examples of Eastern art, to the French nation, and these have now been given a worthy setting in the new Rodin Museum in Paris. The Museum was recently inaugurated, with all due ceremony, by M. Lafferre, Minister of Public Instruction, and M. Paul Léon, Director of Fine Arts. By Rodin's own desire, the Museum has been established in the Hôtel Biron, and the fine chapel that is

attached to it, which, as shown in some of the photographs reproduced on this page, contains some of the principal groups. Among them are "The Burgers of Calais" (of which there is a replica at Westminster, beside the Houses of Parliament) and "The Kiss." The Museum is open to the public free on Sundays, and on other days at an entrance fee of one franc. The Curator is M. Bénédite. The annexe of the Villa des Brillants, Rodin's home at Meudon, will be opened in the autumn.

"ABOUT A NUMBER OF THINGS."

A Chat on Science by SIR RAY LANKESTER, K.C.B., F.R.S.



THE STORY OF LIME-JUICE AND SCURVY.

FROM mediæval times onward a serious constitutional disease—a morbid condition of the blood and tissues—has been known by the name "scurvy," and the word "scurbutic" has been coined from it. It is to-day practically unknown in the ordinary conditions of civilised life, but formerly was common, and the cause of disablement and of frightful mortality in ships' crews, beleaguered cities, armies on campaign, and war-stricken regions. It begins with a certain failure of strength. Breathlessness, exhaustion, and mental depression follow. The face looks haggard, sallow, and dusky. After some weeks the exhaustion becomes extreme; the gums are livid, ulcerated, and bleeding; the teeth loosen and drop out; purple spots appear on the skin; ulcers break out in the limbs; effusions of blood-stained fluid take place in the great cavities of the body; profound exhaustion and coma follow; and death results from disorganisation of the lungs, kidneys, or digestive tract. It was recognised in early times that the disease was dependent on the character of the food of those attacked by it; and not the least of the horrors accompanying it was the terror caused by the well-founded conviction that the appearance of a single case in a ship's crew or other specially circumscribed community was an untailing index, and meant that all were likely within a few days—owing to the enforced identity of their food and conditions of life—to develop the disease. Often, in past centuries, a half or two-thirds of a ship's company have been carried off by it before a port could be reached and healthy food and conditions of life obtained. At the present moment, in view of the actual condition of Europe, it is a fact of very grave importance that scurvy is known to break out and cause a terrible mortality among civil communities in time of scarcity—especially in prisons, workhouses, and other public institutions, which are the first to suffer deprivations when food is scarce.

Three hundred years ago it was held that fresh vegetables and fruit-juices were both a cure for and a preventive of scurvy, or "anti-scurbutic." But the fact was not appreciated by Army and Admiralty officials that *dried* vegetables, even of kinds which were held to be especially "anti-scurbutic," would not serve in place of *fresh* ones. In 1720, *dried* "anti-scurbutic" herbs were supplied to the Austrian Army when suffering from scurvy; but they were of no avail, and thousands of the soldiers perished from the disease. A few years later, the British Lords of the Admiralty (actuated, as usual, by a spirit of blundering parsimony) proposed to supply the Navy with dried spinach, although it was well known that dried vegetables were useless against scurvy. In the American Civil War, 1861-1865, in spite of this knowledge, large rations of dried vegetables were supplied to the armies, and failed to prevent outbreaks of scurvy. Even at the present day so little attention has been given of late years to the subject that many authorities regard dried vegetables as equivalent in value to fresh!

A great advance was made in the second half of the eighteenth century, when the British Admiralty became convinced by the repeated experience of its officers that "lime-juice" is a specific remedy and preventive for scurvy, and, in spite of the great expense and difficulties entailed, adopted its use officially. In those days of sailing-ships, long voyages (such as those of Captain Cook) were safely carried through without serious outbreak of scurvy so long as a ration of so-called "lime-juice" (about an ounce) was swallowed each day by each sailor. But it was not until the beginning of the nineteenth century that the disease was practically eliminated from the Navy by the introduction (after many foolish delays) of a general issue of what was called "lime-juice."

The complete control and elimination of scurvy by the use of so-called "lime-juice" sufficed to carry us on until the introduction of steam navigation, when it became superfluous owing to the fact that long absence from land, where fresh food could be obtained, ceased to be usual. Moreover, after mutiny on the part of our defrauded sailors, better food and greater variety of it was secured for them, and the profits of murderous contractors were stopped.

The history of outbreaks of scurvy for the last century is practically confined to the experiences of Arctic Expeditions and the campaigning of troops in

remote or devastated regions. So little had scurvy been investigated, or any serious study made of the nature of the remedial and preventive action of lime-juice, that up to the year 1914 it was regarded as a matter of course that the acid, the citric acid, of lime-juice was what gave it its virtue, and samples of lime-juice supplied by contractors were tested solely as to the percentage of that acid present. Eminent medical authorities proposed to use crystals of citric acid in place of the juice; others declared that vinegar would do just as well; others, in spite of the overwhelming record as to the value of lime-juice, held that scurvy was due *not* to the absence of a food constituent—supplied by fresh vegetables and fruit-juice—but to a peculiar poison present in the salted and dried meat served out as rations; others again, without any study of the disease, expressed the opinion that it is due to a bacterial micro-organism.

A blow to the easy-going belief of the Admiralty that they had mastered and made an end of scurvy was struck when scurvy broke out (60 cases among 122 men) in the expedition to the North Pole which sailed in May 1875 in the *Alert* and the *Discovery*, under the command of Sir George Nares. The expedition returned after seventeen months' absence, and a committee was appointed to inquire into the cause of the outbreak. The stores of food and of lime-juice were shown to have been ample; and the action of the leader in equipping his sledging parties was in accordance with the judgment and experience of successful explorers who gave evidence. The cause of the outbreak remained a mystery. The firm belief in the anti-scurbutic powers of lime-juice was shaken, and this unfavourable opinion of its value was confirmed by medical officers who during the recent war have been confronted by outbreaks of scurvy. These outbreaks occurred among troops who, in military circumstances which rendered an adequate supply of fresh meat and vegetables impossible, were supplied with lime-juice prepared from the West Indian "sour-lime."

Under these circumstances, an experimental study of scurvy has been carried out during the last four years by a group of workers at the Lister Institute, together with a historical inquiry as to the use of lime-juice. The reports of these investigators have very great practical value and far-reaching interest, as showing what disastrous results may arise from inaccurate use of a word, and the neglect to ascertain the exact nature of the matter upon which the issue between life and death may depend.

Here let me say that the staff of the Lister Institute for medical research has done work in its laboratories in Chelsea Gardens of the very greatest national importance during the war. It was founded by public subscription, and has now an endowment of some £10,000 a year. Sir David Bruce, the chairman of its Council, gives in the Report of the Governing Body for 1919 a very striking summary of the work done in the laboratories and by the staff of the Institute. The successful investigation of trench fever and of tetanus, the destruction of lice, the effects of cold storage on food, besides the study of scurvy and other diseases due to deficiency of what are now called "accessory food-factors," are, we learn, the chief matters in which the Lister Institute has been engaged in the past year. Besides this, however, at its farm at Elstree it has prepared and supplied to the War Office, the Admiralty, the Overseas Forces, and the Local Government Board more than a million doses of anti-toxins (diphtheria and tetanus), bacterial vaccines (cholera, plague, influenza), and other similar curative fluids—requiring for their safe production the highest skill and most complete knowledge of recent discovery. And this is only a sample of what the Lister Institute has been doing for many consecutive years.

Now we return to the investigation of scurvy. Within the last ten years the fact has been established (which was more or less guessed and acted upon by medical men of past days) that, in order to maintain health, the diet of man and of many animals must contain not merely the necessary quantities of meat or cheese-like bodies, of fat and starch and sugar, but also minute quantities of accessory food-factors which it is convenient to term "vitamines." These are only to be obtained from fresh and uncooked or slightly heated vegetables

and from some foods of animal origin. These "vitamines" are destroyed by heat and by desiccation. They have not yet been isolated, but their presence or absence is demonstrated by careful experiments in feeding animals, such as guinea-pigs, with weighed quantities of different foods. The "vitamine" is often found to be present only in one part of a seed or fruit or special kind of fat liable to be rejected in food preparation. It may not amount to as much as one-thousandth of the weight of the food in which it occurs; and the part containing it may be overlooked and rejected, or its value destroyed by heat or by desiccation. A committee on these "accessory food factors" is carrying on experiments at the Lister Institute. Dr. F. G. Hopkins, F.R.S., who first discovered the importance of one of these factors in feeding young rats, is the chairman, and Dr. Harriette Chick is the secretary. Three kinds of these vitamins, or accessory food-factors, have up to this date been recognised. The first is the anti-neuritic or anti-beri-beri vitamin. Its principal sources are the seeds of plants and the eggs of animals—yeast-cells are a rich source of it. Where "polished rice," as in the Far East, is the staple article of diet, to the almost entire exclusion of other foodstuffs, lassitude and severe pains like those of rheumatism set in, and a whole colony or ship-load of Chinese "coolies" may be disabled. The disease is called beri-beri, and it can be cured by administering that part of the rice-grain (the skin and germ) which is removed by "polishing," and unfortunately is just that part which contains the needful vitamin. It exists in very minute quantity, amounting to only one part in ten thousand by weight of rice grain. The second "vitamine" recognised is the anti-rachitic factor (studied by Hopkins), which tends to promote growth and prevent "rickets" in young animals. Certain fats of animal origin (milk) and green leaves contain it in minute quantity, and are necessary for the life of young animals and for the health of adults.

The third vitamin recognised is the anti-scurbutic, the factor which prevents scurvy. It is found in fresh vegetable tissues, and to a less extent in fresh animal tissues. Its richest sources are cabbage, swedes, turnips, lettuce, water-cress, and such fruits as lemons, oranges, raspberries, and tomatoes; other vegetables have a less value. Fresh milk and meat possess a definite but low anti-scurbutic value. This vitamin (I am quoting the report of the Committee, which has been issued to our military, naval, and medical administrators, and famine-relief workers throughout the world) *suffers destruction* when the fresh food-stuffs containing it are subjected to *heat, drying*, or other methods of preservation. It is habitually destroyed and wasted by stewing fresh vegetables with meat for two or three hours. All dry food-stuffs, such as cereals, pulses, dried vegetables, and dried milk are deficient in anti-scurbutic properties; so also are *tinned vegetables* and *tinned meat*—hence the disgust they soon give rise to!

The explanation of the mystery about lime-juice (which a hundred years ago was used with absolute success to prevent scurvy, and in 1875 was a dead failure) is shown by the workers at the Lister Institute to be this—namely, "lime" and "lemon" are in origin the same word, and have become applied in ways unrecognised by the Admiralty and their medical advisers in various parts of the world to which the citron, the lemon, the sweet-lime and the sour-lime—all varieties of one species, *Citrus medica* of Linnaeus—have been carried from their original home of origin, the south-east of Asia. The original effective and valuable "lime-juice" of the eighteenth century was *lemon-juice*, carefully prepared from lemons in Sicily and Italy, and from 1804 to 1860 in Malta. When the demand for it increased in the nineteenth century, it was adulterated and made up from poor fruit, as the commercial enterprise of contractors and the fatuous incapacity of the naval authorities progressed hand in hand. And then, in the early 'fifties, the West Indian growers of the small sour-lime (*Citrus medica* var. *acida*) in Montserrat got the naval contracts, the honest intention of Sir William Burnett, the chief medical officer of the Navy, being to establish a permanent and first-rate supply. Strangely enough, the naval lime-juice now really was *lime-juice* and no longer *lemon-juice*. By a natural but fatal misconception, the medical value of the juice, whether of lemon or of lime, was by all authorities attributed to the citric acid present; and the only

(Continued on page 260.)

AS HER OWN DECOY: A SUBMARINE CAMOUFLAGED AS A "TRAMP."

DRAWN BY FRANK H. MASON.



NO LONGER UNDER THE CENSOR'S BAN: A DRAWING SHOWING H.M. "S 1," A BRITISH "DECOY" SUBMARINE—AT SEA, AND (BELOW) RECEIVING HER "TRAMP" SUPERSTRUCTURE AT MALTA.

Amongst the many ingenious devices which were used in the Navy during the War to camouflage the real nature of fighting vessels, and to act as decoys to enemy craft, and for similar purposes, there were none more novel than the disguise of the submarine "S 1" shown in the two pictures on this page. The submarine was taken to Malta Dockyard and fitted out with a superstructure built up on the hull

to make her look like a "tramp" steamer. Thus camouflaged she acted as her own decoy. The lower drawing was made from sketches on the spot whilst the "S 1" was being fitted in Malta Harbour. The 1918 edition of Jane's "Fighting Ships" and Earl Brassey's "Naval Annual" do not give details of submarines of later design than the "R" class.—[Drawing Copyrighted in the United States and Canada.]

WHERE VON LETTOW HELD OUT: PEACE FETES IN "GERMAN EAST."



THE STUBBORN DEFENDER OF "GERMAN EAST":
GENERAL VON LETTOW WITH A BRITISH OFFICER.



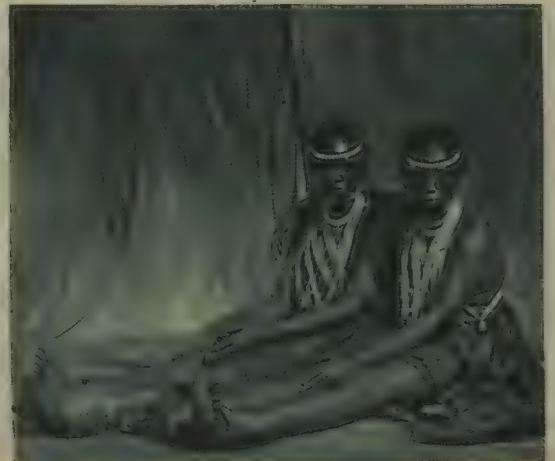
A PEACE-OFFERING TO THE BELGIAN ROYAL COMMISSIONER: SACRED CATTLE OF THE WATUZI
BROUGHT TO GENERAL MALFEYT BY MUSINGA, KING OF THE RUANDA TRIBE.



THE ARRIVAL OF THE LOCAL KING: MUSINGA, KING OF THE WATUZI, PAYING A CEREMONIAL CALL ON THE BELGIAN ROYAL COMMISSIONER.



A NATIVE RULER PHOTOGRAPHED WITH HIS FAMILY: MUSINGA, KING OF
THE RUANDA, AND HIS MOTHER AND SONS.



PRINCESSES OF A LOCAL TRIBE: THE DAUGHTERS OF
THE HOUSE OF WATUZI.

The photographs reproduced above show various incidents in the peace festivities in parts of German East Africa which are now under the control of the British and the Belgians. The native ladies in the centre picture are the two daughters of Musunga, King of the Watuzi, the tribe of the Ruanda. Musunga organised a series of peace festivities, after

the surrender of the territory, in honour of General Malfeyt, the Belgian Royal Commissioner, and gave him a pair of long-horned sacred cattle. It was reported recently that an Anglo-Belgian agreement had been signed regarding German East Africa, giving Belgium a mandate for Ruanda and Urundi, and Britain one for the rest of the colony.

A NIGHT IN EGYPT.

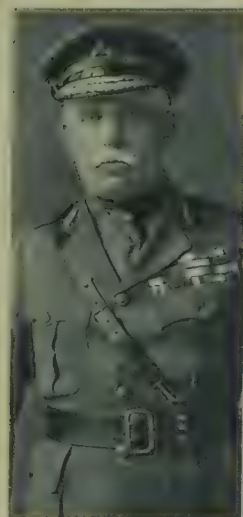


MOONLIGHT NEAR THE PYRAMIDS.

FROM THE PAINTING BY WALTER TYNDALE, R.I.

HOLDERS OF BRITISH BATONS: OUR ARMY'S TWELVE FIELD-MARSHALS.

PHOTOGRAPHS BY VANDYK, RUSSELL, LAFAYETTE, DOWNEY, HASNANO, AND HAWNETT; THAT OF MARSHAL FOCH BY MISS OLIVE FINE



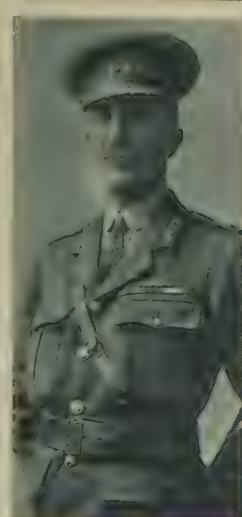
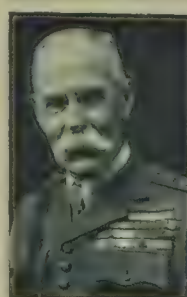
APPOINTED APRIL 8, 1903:
SIR EVELYN WOOD, V.C.



APPOINTED APRIL 11, 1908:
LORD GRENELL.



APPOINTED JUNE 19, 1911:
LORD METHUEN.



APPOINTED JULY 31, 1919:
SIR HENRY WILSON, B.T.

APPOINTED JUNE 3, 1913:
VISCOUNT FRENCH.



APPOINTED MARCH 16, 1917:
SIR CHARLES EGERTON.



APPOINTED JUNE 26, 1902: H.R.H. THE DUKE OF CONNAUGHT,
WITH HIS BATON, THE SENIOR FIELD-MARSHAL.



APPOINTED JANUARY 1, 1918:
THE EMPEROR OF JAPAN.



APPOINTED JANUARY 1, 1917:
EARL HAIG OF BEMERSEYDE.



APPOINTED: JULY 30, 1919:
MARSHAL FOCH.



APPOINTED JULY 31, 1919: SIR HERBERT
PLUMER (NOW A BARON)



APPOINTED JULY 31, 1919: SIR EDMUND
ALLENBY (NOW A VISCOUNT).

The number of Field-Mmarshals in the British Army now forms a round dozen. Ten of them are British, of whom the Duke of Connaught, who was appointed to that rank in 1902, is the *doyen* of the twelve, and two are eminent foreigners—the Emperor Yoshihito of Japan, appointed in 1918, and Marshal Foch, who received his baton from the King just before his visit to the Guildhall on July 30 last to be made a Freeman of the City of London. The appointment of General Sir Henry Wilson, Chief of the Imperial General Staff, to the rank of Field-Marshal was announced by the Premier on July 24,

and gazetted as from July 31, with those of Sir Herbert Plumer, who commanded so brilliantly on the Western and Italian fronts in the War, and Sir Edmund Allenby, the victor of Palestine. These three also figured in the list of War Honours published on August 6. Sir Edmund Allenby received a Viscounty and a grant of £50,000; Sir Herbert Plumer a Barony and £30,000; and Sir Henry Wilson a Baronetcy and £10,000. At the same time Sir Douglas Haig received an Earldom (choosing later the title of Earl Haig of Bemerseyde) and £100,000, and Viscount French received a grant of £50,000.

THE WORLD OF FLIGHT

CURIOSITIES OF THE INTERNATIONAL AIR CONVENTION.

By C. G. GREY,

Editor of "The Aeroplane."

A CURIOUS point about the text of the International Convention recently published is that nowhere therein does one find the names of the nations which were represented on the International Commission. Naturally, one would expect that the various neutral countries in Europe, such as the Scandinavian countries, Holland and Switzerland and Spain, would be interested in the Convention, because they probably have more to gain at the moment by rapid aerial transport than even the recently belligerent countries. However, although the Convention lays it down that aircraft belonging to neutral countries which have not agreed to the Convention cannot fly over the territory of the Allies, there is nothing to prevent the aircraft of those States which have agreed to the Convention from flying over the territory of neutral countries which have not agreed thereto—that is, unless the said neutral countries themselves object, in which case they must logically have perfect right to take what ever action they please under the first article of the Convention, by which "The contracting States recognise that every State has complete and exclusive sovereignty in the air-space above its territory."

According to this, if any of the neutral countries, or if any of the funny little "self-determined" States which have recently come into existence, choose to make a law that any aeroplane flying over its territory will be shot down, it is quite at liberty to shoot it; and so long as it gives due warning of the fact, it scarcely seems that such an action on its part would be a legitimate *casus belli* for any nation one of whose nationals had been killed in this manner.

It seems probable that there will be a good many International arguments over the question of certificates of air-worthiness and of competency of pilots. One article in the Convention states that certificates of air-worthiness and of competence and licences issued by the State whose nationality the aircraft (and presumably the pilot) possesses shall be recognised as valid by the other States; but the same article says: "Each State has the right to refuse to recognise for the purpose of flights within the limits of and above its own territory certificates of competency and licences granted to one of its nationals by another contracting State." If this article means anything it means that if a thoroughly bad American pilot on a thoroughly bad American aeroplane comes to this country with a certificate of air-worthiness and a certificate of competency, and the accompanying licence duly granted by the United States, he can fly for hire and reward as long as he likes, or at any rate as long as his machine holds together. But if a British pilot happens to go to America before he has acquired a certificate of competency in this country and acquires a certificate of competency in America from the American authorities, and then comes back to this country, the officials of the British Air Ministry are under no obligation to recognise his certificate of competency, and so may require him to go through all the British tests over again. On the other hand, apparently a British pilot who has acquired his certificate of competency in this country can go to any other country which has agreed to the Convention, may acquire any machine there which can be squeezed through

that country's system of inspection, and can bring it over here and fly it as much as he likes for hire and reward.

One does not, of course, for a moment suggest that American machines or American pilots are on the average worse than the machines or pilots of any other nation; but America is a very big country, and America will necessarily have very many officials whose duty it will be to issue certificates of air-worthiness and

has put some hundreds of aeroplanes through their tests without accident of any kind, has been refused a licence to fly for hire or reward by the Air Ministry because his eyesight is defective. He has always flown with glasses, which are built into his flying goggles; and he always carries a spare pair of these optical goggles in case the pair he is wearing should be damaged while flying; and even so his eyesight is quite sufficiently good to make it possible for him to land an aeroplane safely without glasses at all.

Now it might very well happen that the French or American authorities, being perhaps possessed of a little more common-sense than some of our own officials, might grant a certificate of competency to a pilot who suffered from precisely similar physical deficiencies, which deficiencies had been made good by applied science. According to the Convention as already quoted, that same French or American pilot could come over here, goggles and all, and would have a perfect right to fly, whereas if the British pilot already mentioned went to France or America and obtained a certificate of competency from some commonsensical official, he could go on flying as long as he liked in those countries, but would be liable to have his certificate of competency cancelled as soon as ever he returned to his own country.

Yet another curious point is that this right to refuse to recognise certificates apparently only applies to pilots and not to aeroplanes. Consequently, if it were found that the officials of, say, Belgium or Holland were a trifle more easy-going about issuing certificates of air-worthiness, or if it were found that, owing to their having had less experience of aviation, it was easier to get a certificate of air-worthiness from them, or if, to put it more politely to them, it were found that they used more common-sense and were less hide-bound by theory in the issuing of certificates, it would be possible for a British aircraft constructor to take an aeroplane to Holland or Belgium and get a certificate of air-worthiness for it there. Then, apparently, it could be brought back to England, and, because it held a certificate which was recognised as valid by the other States, the British Air Ministry officials would have no right to refuse to recognise its air-worthiness.

In the British internal regulations it is specified definitely that aeroplanes and engines must be overhauled at certain stated intervals, and that after overhaul they must be inspected and certified as fit for use by officials appointed by the Air Ministry; but in the International Convention there is nothing whatever, so far as one can see, to oblige the owner of any foreign aircraft to have either his machine or his engine overhauled at all, so that apparently if one imports into England a French aeroplane and engine holding a French certificate of air-worthiness, one can go on running it until the engine falls to pieces in the air; whereas, if one owns a British aeroplane and engine, one is compelled to overhaul the engine at such frequent intervals that any profit which one may make out of flying for hire or reward is regularly absorbed by the cost of the periodic overhauls.



USED ON THE INITIAL LONDON-TO-MADRID FLIGHT: THE INSTRUMENT-BOARD OF A COMMERCIAL AEROPLANE.

The "Seabird," an aeroplane manufactured by the Alliance Aeroplane Company, which recently flew from London to Madrid, was fitted with this instrument-board immediately in front of the pilot and cabin.

certificates of competency; and it is quite possible that an aviator might procure from certain of these many officials certificates for an aeroplane and for a degree of skill in flying which would not pass muster in this country. One is moved to this remark particularly because up to the present the British Air Ministry has insisted on such an extraordinarily high standard of quality in aeroplanes before it has consented to issue certificates of air-worthiness; and it has likewise

or if it were found that, owing to their having had less experience of aviation, it was easier to get a certificate of air-worthiness from them, or if, to put it more politely to them, it were found that they used more common-sense and were less hide-bound by theory in the issuing of certificates, it would be possible for a British aircraft constructor to take an aeroplane to Holland or Belgium and get a certificate of air-worthiness for it there. Then, apparently, it could be brought back to Eng-



A "MILLION-DOLLAR" AMPHITHEATRE VIEWED FROM AN AEROPLANE: AN AMERICAN CIVIL WAR MEMORIAL. The Arlington amphitheatre, costing a million dollars, has been under construction for five years. It is being erected by Congress in honour of soldiers and sailors who died in the Civil War.—[Photograph by Topical.]

insisted upon an extraordinarily high standard of quality in the pilots. To take a concrete example, one knows of a case in which a remarkably good pilot, who was flying before the war, and who during the war

BOUND FOR CANADA: THE WAR-SHIP CARRYING THE PRINCE OF WALES.

PHOTOGRAPH BY C.N.



WITH THE PRINCE OF WALES ON BOARD: THE BATTLE-CRUISER "RENOWN" ON HER VOYAGE
ACROSS THE ATLANTIC—THE FIRST STAGE OF A HISTORIC TOUR.

The Prince of Wales left England on Tuesday, August 5, on his tour to Canada and the United States. He was seen off from Portsmouth by the King and Queen, Princess Mary, Prince Albert, and Prince Henry. Our photograph shows H.M.S. "Renown," with the Prince on board, leaving the harbour. She is one of the new battle-cruisers designed during the war, and was originally intended for a battle-ship, until the Battle of the Falkland

Islands exhibited the value of high speed in conjunction with heavy gun-power. She carries the largest number of guns of the greatest power possible in such a vessel, and has armour protection similar to the "Invincible," and a speed of thirty-two knots. Owing to her huge size, the Prince of Wales arranged to transfer on to a light cruiser at Conception Bay, Newfoundland, where he landed on August 12.

BRINGING AFGHANISTAN TO HEEL: AN ACTION IN THE WAR—THE CAPTURE OF AN AFGHAN FORT.

DRAWN BY STEVEN SPURRIER FROM

MATERIAL SUPPLIED BY AN EYE-WITNESS.



THE CAPTURE OF THE AFGHAN FORT AT BALDAK BY A BRITISH-INDIAN FORCE: A

The Peace Treaty signed with Afghanistan at Rawal Pindi on August 8 contained the following terms: "1.—From the date of signing this Treaty peace is declared between the British and Afghanistan Governments. 2.—In view of the circumstances which have brought on the present war, the British Government, as a mark of displeasure, withdraw the privilege enjoyed by the former Amirs of importing arms and ammunition or warlike munitions through India. 3.—The arrears of the late Amir's subsidy are, furthermore, confiscated, and also no subsidy is to be granted to the present Amir. 4.—... The British Government are prepared, provided the Afghans prove their sincerity by acts and conduct, to receive another Afghan Mission after six months. ... The Afghan Government accept the Indo-Afghan frontier accepted by the late Amir. They further agree to the early demarcation by

QUICK-FIRING HOWITZER BATTERY IN ACTION AND TROOPS ADVANCING TO ATTACK.

a British Commission of the undemarcated portion of the West Khyber where the Afghan aggression happened, and will accept such boundary as the British Commission lays down." Our drawing illustrates an action on the Baluchistan frontier which resulted in the capture of the Afghan fort at Baldak with 169 prisoners on May 20. The attack began at dawn. The troops consisted of three battalions of infantry, a regiment of cavalry, and two batteries of 20-pounder quick-firing howitzers, which came into action only 800 yards from the fort. They opened a rapid fire and breached the walls, which were of the usual mud-brick, though many feet thick. Sun-shelters are seen on top of the towers. The enemy resisted stubbornly, 350 being killed and nearly 1000 wounded. The village of Baldak is seen in the right background. In the middle distance, towards the right, is a wayside shrine. (Copyrighted in United States and Canada.)

LADIES' NEWS.

UNDOUBTEDLY the war has very greatly increased the spirit of comradeship between our sex and men, which was fairly developed before it. More women than ever before are out with the guns and taking part in the sport of grouse-shooting. When it assumes the form of driving, it requires no strenuous exertion; over dogs, the matter is different. Both ways of grouse-shooting call for skill, and both are about as health-giving and delightful a form of sport as there is. The air of the moors, as one sits in a peat-built, heather-thatched butt, is like a draught of some delicious tonic. Nothing is to be heard but the hum of bees in the heather-bells, the scene of sky and hill and loch is entrancing, and the excitement of waiting for the flight of driven birds supplies just the spice that is necessary for the highest of life's pleasure.

The woman who goes out to shoot knows her business, and will wear light, strong, broad-soled, low-heeled shoes. Also she will disdain the silk stockings that are one of her luxurious joys in cities. Only wool and hand-knitted hose will protect her legs from the scratching heather twigs. It has been suggested that a number of women who have been doing war work will discard the skirt altogether on the moors. It remains to be seen if this will be so. For shooting over dogs, and for fishing a river, a skirt is a heavy handicap. Over long heather it adds very greatly to fatigue. Clambering over rocks or by marshy banks, it is a nuisance, and with it the donning of waders and so getting just the casts you want is impossible. Therefore, it may quite well be that we shall follow the policy of suitability in dress to discarding the skirt when it is unsuitable. To see a woman without it, in neat knickers or breeches, shocks no one nowadays.

Cowes had a very pleasant little regatta week. The racing was on a small scale, and the cruising in the Solent in small craft. Many people said that they found it more enjoyable than in the big yachts, of which so few are now in commission. The smart women in the Squadron garden were mostly old habitués—the Marchioness of Ormonde and Lady Constance Butler; the latter is a real sailor, and is often afloat. In the practical work which she did all through the war for the Red Cross, Lady Constance often found the handiness, tidiness, and resource which she learnt as a yachtswoman most useful. Sir William and Lady Portal, Lieutenant-Colonel Wyndham, and Lady Rosemary Portal were over from the mainland; Admiral the Hon. Sir Stanley and Lady Adelaide Colville and the

Hon. George and Lady Cynthia Colville, Sir Godfrey and Lady Baring, Eleanor Viscountess Gort, and Colonel Benson are all more or less resident in the neighbourhood, and most of them had guests. There was a band in the garden of the Squadron—the most exclusive yacht club



SUGGESTIONS FOR RESTAURANT WEAR: TWO SMART DAY DRESSES.

Restaurant and casino frocks are important matters to the well-dressed woman, now that visits to the Continent are again possible. Nigger-brown silk stockinette, fringe, and white organdie make a successful combination in the left-hand model; while the gracefully draped charmeuse dress on the right is provided with a skunk-trimmed Chantilly coat. White chiffon, adorned with jet, strikes a novel note in the guimpe and train.

in the world—and everything was very bright and pleasant. The memories of greater days, however, hung over it all—days when the great schooners and yawls skimmed along, lee scuppers under, in a stiff breeze, and all but the top-sails outspread. When they came in after cruise or race, crowned heads—the crown only visible on smart Squadron badges—Princes and Princesses, and Peers and Peeresses came ashore and had tea. The nights, too, claimed their memories, when hundreds of lights made the Roads look an illuminated small town, and fussy little launches darted hither and thither, taking people to and from parties aboard. The whole busy life of the great little yacht-port on the Solent at its annual festival was but a memory to the few habitués there this year. They, however, showed a very British capacity for making the best of things. The last season was just beginning when war broke out, and knowledgeable people say that at least four years must elapse before the old régime can be fully restored.

We have never considered soap as a luxury; we have always known it to be a necessity. There were times when its price threatened to place it within luxury limits. At all times it is luxury when at its best. There is nothing so refreshing and exhilarating as a good wash with a good soap. A real British queen of soaps is Wright's Coal Tar. It reigns in the cottage and the palace, in the miner's house and in the soldiers' camp or barracks, on the Channel tramp and on the ocean greyhound, on the big battle-ship and on the swift torpedo-boat. All classes use it, and it has millions of friends and no enemies.

Americans are nothing if not up to date, so they have designed a Prohibition costume. It is extensively embroidered with vine-leaves and grape clusters. Another has a border of barley in any colour you can think of, usually gold. The idea is, if you cannot have the wine, wear the grapes; and, if you may not drink the whisky, wear John Barleycorn. A wag might suggest an embroidery in a design of snakes, so that, if the wherewithal for "D.T." is wanting, the symbols are there. A friend from America tells me that Prohibition is intensely unpopular, and that drinking is so far going gaily, despite it. She landed here last week, and declares the only ostensible effect of it to be that well-off foreigners are leaving the States in shoals and taking their money with them, declining utterly to be dragooned. The President, she believes, is done with power at the close of his present term; and no woman has a good word for the "dry" legislation, yet American women are singularly abstemious. A. E. L.

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"The Story of Lime-Juice and Scurvy"—Continued from page 259.

ests applied to it were chemical ones, and not therapeutic. The Lister Institute Committee have shown by therapeutic experiment—the feeding of guinea-pigs, in which scurvy can be produced and cured at will—that the anti-scorbutic vitamin remains active and unimpaired in lemon juice from which all the citric acid has been extracted. And, further, that the juice of the West Indian sour-lime (*Citrus medica acida*), although very rich in citric acid, contains only one-fourth the anti-scorbutic vitamin which the same quantity of the juice of the true lemon (*Citrus medica limonum*) contains. This has been most carefully established by prolonged series of feeding experiments. It explains the failure of the lime-juice in Sir George Nares' Polar Expedition, and restores the confidence in lemon-juice based on the unanimous testimony of the early records of its use.

Whilst lemon-juice is thus justified, Dr. Harnette Chick has made a discovery which will go far to remove it from supremacy. She finds that an anti-scorbutic food can be prepared, when fresh vegetables or fruit are scarce, by moistening any available seeds (wheat, barley, rye, peas, beans, lentils) and allowing them to

germinate. This sprouted material possesses an anti-scorbutic value equal to that of many fresh vegetables; the unsprouted seeds have none. Probably this explains the anti-scorbutic value of sweetwort and of beers made from lightly dried malt; and the total failure in this respect of our modern beers made from kiln-dried malt. Dr. Chick, amongst many other interesting and important results published by members of the Lister Institute Committee, states that the juice of raw swedes and of raw turnips is a valuable anti-scorbutic (to be added to milk for the use of artificially nourished infants); so, she states, is orange-juice. But, contrary to the usual opinion, she finds that beetroot has little or no anti-scorbutic value. The whole subject is of extreme importance, and is necessarily in a tentative stage of pioneer experiment.

AMERICA'S TRIBUTE TO BRITISH MERCHANT SEAMEN.

MR. WILLIAM H. APPLETON, chairman of America's Tribute to British Merchant Seamen, which is organising a campaign throughout the United States to raise a fund of 50,000,000 dols. to aid 30,000 men of the British merchant marine who were maimed and disabled during the war, came over to England recently in the *Carmania* to further the plan. Mr. Appleton, who will remain in England about six weeks, has arranged to confer with Mr. John W. Davis, the American Ambassador, Admiral Lord Beresford, and many other prominent Englishmen and Americans in England; also to visit the principal seaports and deliver addresses. The chief purpose of his visit is to acquaint the people of Great Britain with the movement being conducted in the United States.



CHAIRMAN OF THE AMERICAN TRIBUTE TO BRITISH SEAMEN FUND: MR. WILLIAM H. APPLETON, WHO RECENTLY ARRIVED IN ENGLAND.

Photograph by Underwood and Underwood.

"The movement is entirely spontaneous on the part of Americans," Mr. Appleton has said. "These stout-hearted men were civilian seamen, and neither wore uniforms nor received medals nor citations, for valour. Yet they performed a vital part in the winning of the war. Had the enemy succeeded in overcoming, even for two weeks, the steady flow of food and supplies to France and England, those countries would have been brought to the verge of starvation, and the war certainly would have ended disastrously for us and all the rest of the civilised world. Probably few know that of the 20,620 lives Great Britain lost at sea, 17,000 were those of merchant seamen. Americans slain on the high seas numbered 692."

Mr. and Mrs. Appleton lived in London during the war, and were very active in Y.M.C.A. work at the Eagle Hut. Mrs. Appleton received the Queen Alexandra insignia for Red Cross war work. Mr. Appleton is a member of the American Chamber of Commerce and the American Luncheon Club in London.



RECENTLY INSPECTED BY THE KING: H.M. SUBMARINE-DESTROYER "P31" LYING IN THE THAMES OFF WHITEHALL STAIRS.

The "P31," which was recently inspected by the King, is a submarine-destroyer of new type—hitherto a "mystery" ship—which did good service in the war. She was chasing U-boats from July 1916 onwards, and fought eight actions, three with gun-fire and the rest with depth-charges.—(Photograph by Sport and General.)

"What is infirm from your sound parts shall fly;

Health shall live free, and sickness freely die."—*All's Well that Ends Well*.—Act 2, Scene 1.



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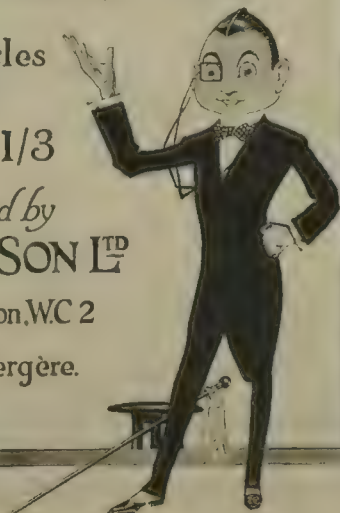
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THE PLAYHOUSES.

"GREEN PASTURES AND PICCADILLY." AT THE AMBASSADORS'.

THERE is no need to be unkind to a new playwright's first work, but really, the best feature of Mr. John Walton's piece at the Ambassadors' is its title, "Green Pastures and Piccadilly." That its story has been told before cannot be imputed as a fault; the misfortune is the author makes so little of his material. His Yorkshire plutocrat's son, who on the eve of his marriage to a clergyman's daughter goes up to town to effect a break with a girl established by him in a Piccadilly flat, is no unusual type, and does no unusual thing. But even Piccadilly has its conventions, and the idea of two of its frequenters going down with young men escorts to intrude on the bride is an outrageous device for bringing mistress and future wife together, such as only the inexperience of a play-writing novice could contemplate. Yet we are to suppose the chief intruder to be quite a decent girl of her class, refusing to accept money and indifferent to any considerations save those of love. Not that Mr. Walton troubles overmuch about her save as a pawn in his artificial scheme—does he not give her the vulgarest of girl companions?—the angle from which he surveys his situation is that of the rectory. But even from this point of view we do not get straight, consistent drama, for the bride, who on being confronted with her lover's past calls him a cad and is all for breaking off the wedding at the beginning of an act, falls into his arms at the close of it with no perceptible reason for her change of front. The unreality of characters and plot gives but small scope for acting.

"SPLINTERS." AT THE SAVOY.

Savoy audiences during these dog-days may enjoy at ease the entertainment the official concert party of the First Army not so long ago supplied to our soldiers in the field; and, they may rejoice to find it so excellent. Nothing less than the best was the Army's desert, and in not a few respects this revue of "Les Rouges et Noirs," presented as nearly as possible under war conditions, can give points to the most popular of our London-made samples in this kind. "The Beauties of Bethune," so well made-up that until they shed their wigs it was hard to believe they were not what they pretended to be, would by themselves recommend a much inferior show. But there are also delightful turns and episodes: the grandfather clock section, for instance, in which we of to-day are

demonstrated to be very far from better than our fathers, the scene picturing soldiers spending their money on souvenirs, the drolleries of Mr. Hal Jones, the many clever dances, and, above all, the ensemble work of piano, cello, and baritone. Obviously our fighting men knew a good thing when they saw it in "Splinters."

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

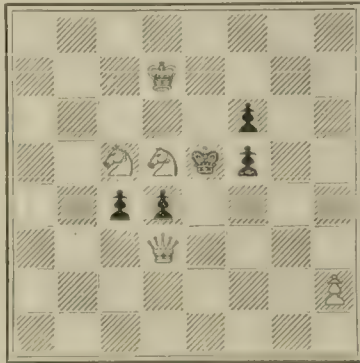
KESHAB D D (Calcutta).—We congratulate your brother composer on his recent appointment. Thanks for problem, which we hope to publish shortly.

ERNEST ROBINS.—The triple mate in a two-mover is a serious defect.

CHARLES WILKING (Philadelphia).—We thank you very much for your recent contribution.

C N WARREN.—In your diagram No. 4 there appears to be a cook by 1. B to Kt 8th and 1. Q to R 7th, etc. The other problems shall be further considered.

PROBLEM No. 3817.—By H. S. ASCHER.
BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3815.—By J. PAUL TAYLOR.

WHITE BLACK
1. P takes P en pass. Any move
2. Mate accordingly.

CORRECT SOLUTION OF PROBLEM No. 3809 received from P V Early (Fatshan, China); of No. 3810 from John F Wilkinson (Egypt); of Nos. 3811 and 3812 from Keshab Das D (Calcutta); of No. 3813 from J B Cairns (Funchal); of No. 3814 from Dr. J C Symm (New York City); of No. 3815 from E J

Gills (Upton Manor), A P Thor, W Smith (Leeds), R T R, H Cockell (Penge), A B Wynne Will-on (Hereford), H W Satow (Bingor), Enro, and John Watkinson (Huddersfield).

CORRECT SOLUTIONS OF PROBLEM No. 3816 received from H Grasset Baldwin (Farnham), A H H (Bath), H F Jones (Hastings), J Fowler, R C Durell (South Woodford), and Thomas Atkinson (Brighton).

CHESS IN LONDON.

Game played in the Merton Cup Handicap of the City of London Chess Club, between Messrs. E B OSBORN and E MACDONALD.

(Queen's Pawn Opening.)

WHITE (Mr. O.)	BLACK (Mr. M.)	WHITE (Mr. O.)	BLACK (Mr. M.)
1. P to Q 4th	P to Q 4th	A pretty combination from which there is no escape.	
2. P to K 3rd	Kt to K B 3rd	17. P takes Kt	B takes Kt (ch)
3. B to Q 3rd	P to Q B 4th	18. Kt takes B	Q takes Kt (ch)
Kt to Q B 3rd was successfully adopted by Tchigorin against Tarrasch in the Hastings Tournament.		19. K to Kt 2nd	Q takes P (ch)
The text-move, however, seems to give Black an initiative here which he holds throughout.		20. K to B 3rd	Kt takes P
4. P to Q Kt 3rd	Kt to B 3rd	21. K to B sq	P to K Kt 3rd
5. Kt to K B 3rd	B to Kt 5th	22. K to Q 3rd	B to K 4th
6. B to Kt 2nd	P to K 3rd	23. B to B sq	P takes P
7. Castles	P takes P	24. B to B sq	R takes P (ch)
8. P takes P	B to Q 3rd	25. K to R 3rd	
9. Q Kt to Q 2nd	Castles	White's efforts are not without skill, but there is always the sense of a cat with a mouse in Black's play.	
10. P to Q B 4th	R to B sq	26. R takes P (ch)	R P takes R
11. R to B sq	B to Kt sq	27. Q takes Q	Kt to K 7th (ch)
12. Q to K sq		28. K to B sq	Kt takes B
P to K R 3rd should have preceded this, which speedily brings difficulties into White's game.		29. B takes B	P takes B
13. Kt to K R 4th		30. Q takes P (ch)	K to R 2nd
An unsuspectedly strong reply.		31. Q takes B	R takes P (ch)
14. B to Kt sq	Kt to B 5th	The finishing stroke, which might well have been followed by resignation.	
As it happens, B to B 2nd would have been better, permitting B to Q sq presently.		32. K to Kt sq	Q R to B sq
15. K to R sq	B to R 4th	33. Q to K 7th (ch)	R (B sq) to B 2nd
16. R to Kt sq	Kt takes R P	34. Q to K 4th (ch)	K to Kt 2nd
		35. Q to Q 4th (ch)	R (B 7th) to B 3rd
		36. Q takes B P	Kt to K 7th (ch)
		37. Q takes Kt	R to B 8th (ch)
		White resigns.	
		A lively and interesting contest.	

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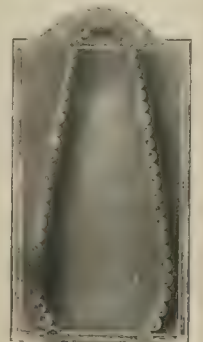
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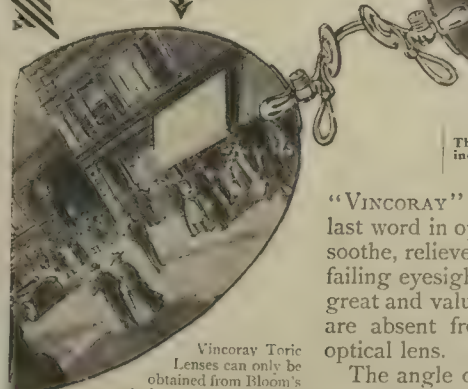
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SCIENCE JOTTINGS.

LIFE-SAVING DEVICES.

IT is now an established fact that conspicuously coloured insects are shunned by insectivorous birds. At one time, indeed, it was believed that they were never eaten save by the young and inexperienced, which, by experiment, came to discover the nauseating properties associated with gaudy hues. Red, yellow, black, and white, in various combinations, to form bands, spots, or stripes, afford the commonest types of this coloration. The wasp, banded with yellow and black; the black, yellow, and white of the currant-moth; and the black-and-yellow banded caterpillar of the swallow-tailed butterfly, furnish familiar examples of this coloration. The black-and-yellow salamander, and the vividly contrasted bands of red and black of the venomous coral-snakes, may be cited as further instances of this "warning" coloration, as it is called—from the fact that such liveries admonish predaceous birds and beasts that "there is death in the pot."

These devices seem, in short, to be worn for a purpose—to "ear-mark" the wearer from his fellows as being either nauseating to the taste or dangerous to approach by reason of the sprays of acrid and pungent juices, or venomous and death-dealing bites, which will be incurred by too close an approach. Experiment has shown that such vividly coloured creatures are indeed avoided. Darwin was the first to contend that these striking forms of coloration were to be attributed to the action of Natural Selection, since those individuals possessing nauseous or noxious qualities, combined with some distinctive and easily remembered badge, would escape almost unscathed from the attacks of insectivorous or carnivorous animals, as the case may be. The more conspicuous the badge, the greater its life-saving value to its possessor. This being so, success in the struggle for existence would attend the most strikingly coloured in each generation, so that the progressive development of the device was assured by the elimination of all but the brightest hued in each generation. The soundness of this theory seems

to be established by the remarkable fact that, among insects especially, but by no means exclusively, perfectly innocuous species have assumed, or "mimicked," the livery of notoriously noxious species, seeking obloquy to avoid a worse fate. This discovery we owe to the traveller-naturalist Bates—hence the term "Batesian mimicry," as opposed to



DURING THE DISTURBANCES IN LIVERPOOL: SOLDIERS STATIONED IN ST. GEORGE'S HALL MAKING UP THEIR BEDS.—[Photograph by Newspaper Illustrations.]



MOUNTED TROOPS PATROLLING THE STREETS FOR THE FIRST TIME: AN INCIDENT OF THE DISTURBANCES IN LIVERPOOL.—[Photograph by Newspaper Illustrations.]

"Müllerian mimicry." In this last, as was shown by the naturalist Müller, the noxious species mimic one another, thereby distributing the losses which each separately coloured species would have to bear, among a number of species wearing a common livery. If, for example, a thousand young birds started their education on a population of butterflies in which there were five unpalatable species each with a distinct livery, it is clear that one thousand of each would devote their lives to the education of these birds. But if these five species all displayed the same coloration, it is plain that the education of the birds will be accomplished at the price of but one thousand butterflies instead of five.

Though this theory of the significance of garish colours was based upon the assumption that such coloration had come about solely as a defence against the raids of young and inexperienced birds, it loses none of its force by the discovery—which we owe to the long and laborious experiments of Mr. C. F. Swynnerton—that even the most nauseous will be eaten by adult birds when really hungry, though they are taken with evident signs of dislike. So long as other food is obtainable, these warningly coloured species are passed by.

How subtle is the bird's discrimination of what is good to eat has just been shown by Dr. W. Collinge. During a plague of currant-moth larvae, he noticed that song-thrushes were using them as food for their young in large numbers. Then they suddenly ceased to take them for this purpose, though the supply was far from exhausted. Forty-one caterpillars were thereupon collected and kept under observation, when it was found that every one was suffering from the internal parasites belonging to two species of Ichneumon fly, and had therefore, for some reason, become unpalatable. But the birds and the parasitic flies between them saved the currant crop; for what one left the other destroyed before larval life was completed, so that no adults appeared to start new generations in the following year. W. P. PYCRAFT.



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THE CHRONICLE OF THE CAR.

An A.A. Test of Benzol.

There has been a great deal of discussion lately as to the effect produced on engines by the use of benzol. Some people, who ought to know whereof they speak, assert that it has a most seriously deleterious effect



DRIVEN BY LIEUT.-COL. CHAS. JARROTT, O.B.E., IN THE LONDON-EDINBURGH TRIAL: THE LATEST TYPE OF CROSSLEY.

place, I should be more inclined to look for the source of trouble in the particular brand of lubricating oil used, rather than endeavour to trace it down to the use of benzol. That, however, by the way.

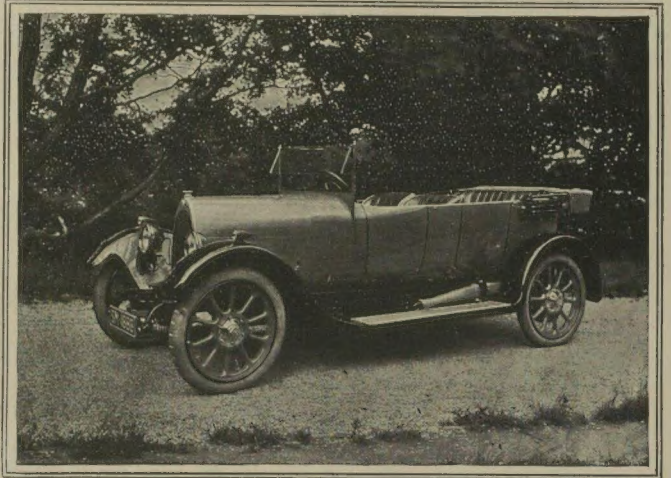
The Automobile Association, with its usual enterprise, has determined as far as possible to settle the controversy by running a 10,000 miles' trial on benzol. The intention is to take a new British car of some popular make, and this, being tuned up on petrol, will have the engine taken down, cleaned, and the condition of the surfaces and the clearance of the bearings and moving parts will be carefully recorded. After re-erection, the car will set out on its test, which will be carried out over all sorts of roads in different parts of the country. Periodic analyses of the oil taken from the sump will be made, and every detail of performance carefully noted. At the end of the test, the engine will be taken down again, and careful examination made for wear or corrosion in engine, carburetter, and tanks. This should set at rest once and for all the apparently vexed question of whether or not benzol is the noxious fuel some would have us believe. The genesis of the idea of holding this trial was with the Autocar, which, jointly with the A.A.—which was quick to accept the suggestion—deserves the thanks of the motoring community for its timely hint.

No More Lighting Restrictions.

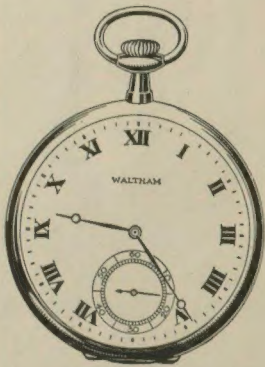
As was announced, the Home Office has recently issued a new Order revoking all the various restrictive ordinances imposed during the war on vehicle lighting. From the date of the Order in question there will be no limitations on the size or power of motor-car headlights, unless or until the Ministry of Ways and Communications—or is it to be the Ministry of Transport?—takes over control of motor traffic and makes new regulations of its own. The control of the size and power of headlights is a matter on which there

is distinctly room for more than one opinion. Were it not for the fact that the Order will do away with the obligation on certain vehicles, including cycles, to carry a rear light, I am not sure that I should not be disposed to advocate some measure of control over the power of such lights. As it is, however, I am afraid that we are in the position of having to try to make a right out of two wrongs. So long as vehicles—and again I include cycles—are permitted to use the roads in a virtually unlighted condition, so long will it be necessary for the fastest, and therefore the habitually overtaking, traffic to carry lights of a power sufficient to enable the driver to see the obstruction in front. For my own part, and speaking as one who has used every form of road locomotion, I do not understand the unreasoning opposition offered to the universal rear-lighting of all vehicles. I would as soon drop over London Bridge as drive a horsed vehicle or ride a bicycle by night without a rear-light. To me the use of the rear-light is synonymous with the elementary instinct of self-preservation, and I really cannot understand any other point of view. Yet we have many hundreds of road-users who lift up their voices in horrified protest against

[Continued overleaf.]



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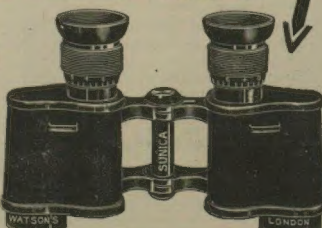
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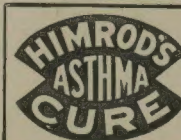
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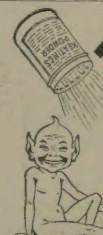
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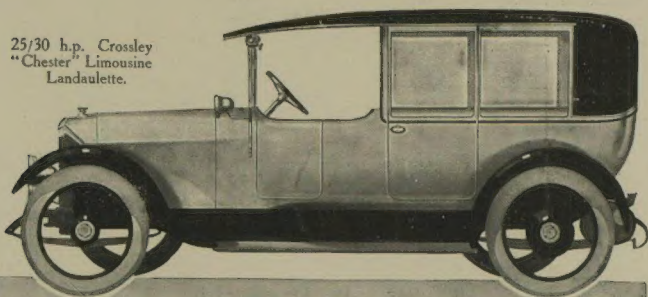
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Crossley Cars—over 7,000 of them—have been used in every battle area, from the scorching sands of Africa and Mesopotamia to the cold snows of Russia; they've served along the whole line of the Western Front in France and on the Indian and Italian Frontiers too.

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And yet the service that they gave was parallel to that which made the reputation of the R.F.C.

Write for full particulars of the

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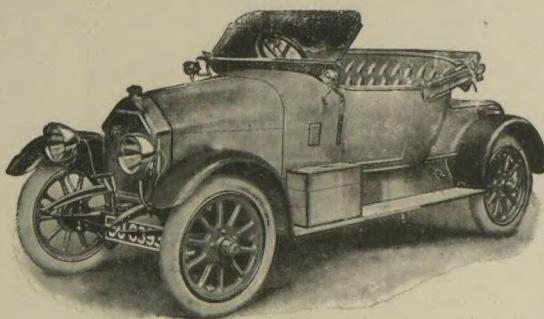
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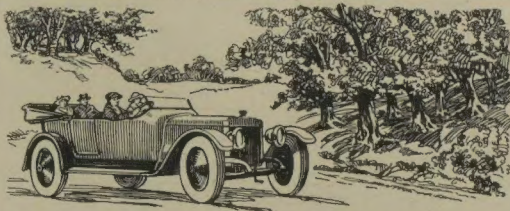
THE Humber Car makes a strong appeal. Light, yet sturdy; speedy, with well-upholstered body, possessed of a distinctively high exterior finish, and an engine that promptly exceeds its rated power when emergencies arise. The smooth-running efficiency of the Humber is one of its most notable assets; and riding comfort is at its maximum. Its freedom from complications makes it essentially the car for the owner-driver.

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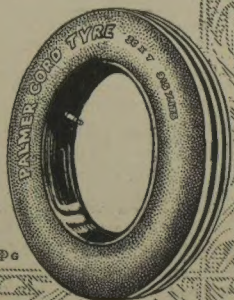
The Palmer Cord Foundation is built up from multiple strands, each unit being coated with rubber to insulate it from its fellows. The cords are laid diagonally through the tyre, the top layer being at right angles to the one beneath, and surmounting the Cords is the toughest rubber tread.

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Every Fighting and Bombing Aeroplane that left these shores was fitted with Palmer Landing Wheels and Tyres.

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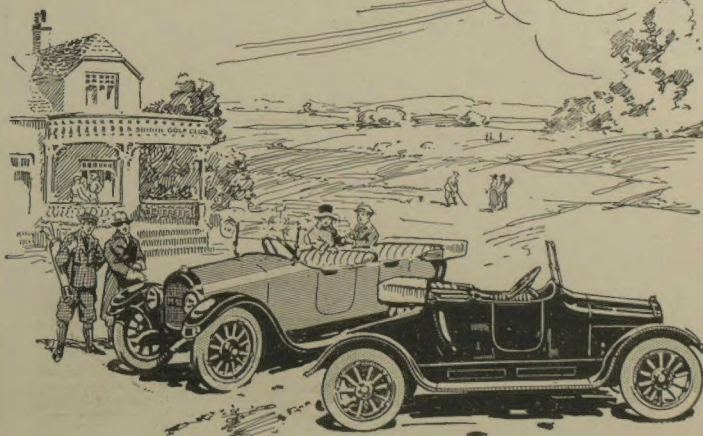
Sets four Standards

APPEARANCE, comfort, cost of upkeep, price—no Car compares with the Overland in all four respects. Some Cars cost less, but they lack Overland comfort. One or two Cars may be more luxurious, but they cost twice the price. Only in the Overland can you obtain the same degree of value in all four respects. Some of the new MODEL 90 OVERLANDS are coming across; deliveries will be made as Government restrictions permit. But you may see a Model 90 any day at OVERLAND HOUSE. Having seen it you will be astonished at the price—£475.

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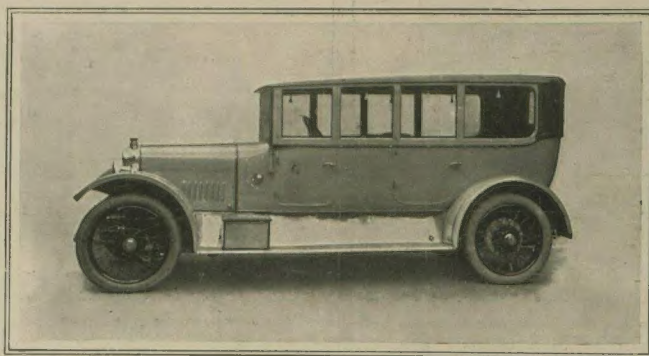


making compulsory a practice which has no other end than the general safety of the road-using public. We can have universal rear-lighting and lower-powered—and therefore less dazzling—motor-lamps, or we can have dazzling motor lights and no rear-lamps on half the traffic. But we cannot have it both ways.

An Excellent Detachable Rim.

I suppose it is true to say that nine-tenths of our motoring troubles are to be found in the pneumatic tyre. Eliminate tyre trouble, and practically all the hard labour we do in connection with our cars will disappear and be forgotten. Anything, therefore, which tends to minimise the work and trouble of changing tyres deserves well of the community. Up to now I have rather been the advocate of the use of detachable wheels than in favour of the detachable or demountable rim; but a demonstration of a new rim I witnessed the other day has led me, in some measure, to modify my opinions. The rim in question is well named the "Rapid." There is no need to enter into a long description of the rim and how or why it works. It is essentially simple, and is free from one of the most objectionable features of most of the devices of the kind—"creeping." The greater the strains to which it is subjected in driving, the tighter it must grip the wheel. Moreover, it is practically alone in being adaptable to wire or pressed steel wheels, as well as to wheels of the conventional "artillery" type. Its

ease of manipulation is really wonderful. At the demonstration to which I have referred, a lady removed rim and tyre from the wheel in not more than twenty seconds, with no more exertion than was required merely to lift the weight. Less than half-a-minute



WITH AN ALL-WEATHER DETACHABLE TOP: THE LATEST TYPE OF SUNBEAM.

Our photograph shows a new 16-h.p. four-cylinder Sunbeam car with an improved type of all-weather detachable top.

was required to replace and lock it in position. Not the least of its merits is that it is light—I do not know the exact weight, but it can be very little more than that of the ordinary solid rim. It certainly appeals to me as a really good thing.

Aeroplane v. Cable.

Messrs. Napier draw my attention to the fact that an interesting point arises in connection with the recent direct flight of a Napier-engined Alliance machine from London to Madrid. The flight itself was accomplished in 7½ hours; but the cable announcing the arrival of the machine at Madrid was not delivered at Napier's London office until 15½ hours after its despatch—twice as long as the duration of the flight. Records such as these give some idea of the possibilities of aircraft for commercial work. They may even be called upon soon to take the place of the London telephone system.

Items of Interest. The King of the Belgians has conferred the title of Commandeur de l'Ordre de Leopold II. upon Sir Herbert Austin, Managing Director of the Austin Motor Company, Ltd., in recognition of "constant and generous help given to this country in the course of the war." W. W.

In connection with the full-page illustration, in our issue of Aug. 2, of a scene from Mascagni's opera, "Iris," it is interesting to recall that the beautiful Japanese setting was designed by Mr. Oliver Bernard. The exquisite scenery and decoration made no small contribution to the charm of the production.

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No matter in what other respects the ordinary light car gives satisfaction, if it does not assure comfort in riding and ease in driving it is not the light car that you will want.

To overcome the disadvantages of the ordinary light car the new type fine car—the Essex—has been produced. It combines all the operating economies and driving facilities of the light car with

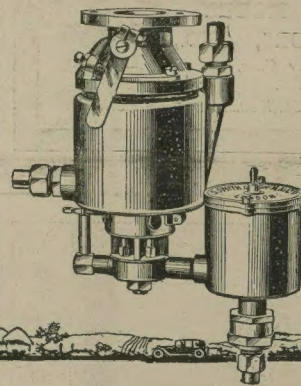
the comfort, endurance, and elegance of the larger and costlier cars.

In performance the Essex has already convinced those who have ridden in it that it is the ideal light car type. Its beauty of line and finish is not excelled. The Essex will give you a pride in its ownership on every road, just as its comfort will add to the pleasure of motoring under all conditions.



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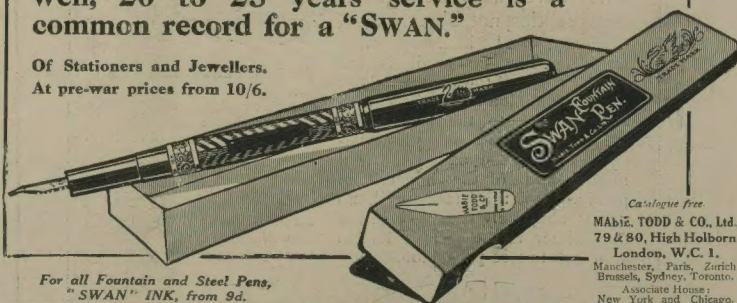
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